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THE ALLEGED FORGED RECEIPT.

TRIAL AT THE CRIMINAL SESSIONS.

The hearing was almost completed, at the Criminal Sessions, before the Acting-Chief Justice (Mr. H. H. J. Gompertz), yesterday afternoon, of the case in which Shum Lai Sang, managing partner in the Kowloon Stores, Nathan Road, Kowloon, is indicted for uttering a forged document, purporting to be a receipt for \$5,000.

The Kowloon Stores, through the defendant, had business relations with the Holland Pacific Trading Co., and Mr. J. H. Van Gennep Luhrs, the owner thereof, and it was alleged that, after being sued for, and having paid, an outstanding account for over \$1,000 the defendant instructed Messrs. Hastings and Hastings to threaten Mr. Luhrs with proceedings unless he, in his turn, settled up outstanding accounts which included the return of a deposit of \$5,000. Mr. Luhrs declared that he had never received any deposit from the defendant and the defendant and the solicitors showed him a type-written receipt of a small piece of unbound paper. Mr. Luhrs declared, in the witness box, that the signature was his, and the only explanation he could give of the existence of the document was that he remembered having been persuaded by the defendant to sign some contract forms in blank in order that the defendant might do commission business on his firm's behalf, in Macao. He suggested that the defendant had cut away the upper and left-hand portions of one of these sheets, thus obtaining a piece of paper, blank except for the signature and the imprint at the foot: "Holland Pacific Trading Co." On this, it was suggested, the defendant typed a receipt from himself of \$5,000.

In support of this contention the evidence of printers was called that the Holland Pacific Trading Co. never had any stationery the size of the receipt form; further, that defects in the printing of the name of the firm coincided both in the receipt form and in the contract forms and that the receipt form was not rectangular. The relative position of the imprint relative to the right hand bottom corner was the same in both forms. Mr. F. C. Jenkin, for the defence, cross-examined Mr. Luhrs very closely as to his business dealings with the defendant, suggesting that separate personal business dealings were made with the defendant apart from the Kowloon Stores; and that it was in respect of these that the deposit of \$5,000 was made by the defendant. The witness was asked to explain entries in his books which appeared to differentiate in the manner indicated. The witness denied this reading of the facts and said he was not personally familiar with his books. His book-keeper had gone to another appointment in Shanghai.

Mr. Jenkin addressed the Court for some hours on Tuesday afternoon and yesterday morning, commenting adversely on the evidence for the prosecution and suggesting that Mr. Luhrs, before bringing a charge of this gravity, should have made himself better acquainted with his books so that he could have answered more definitely the questions put upon them.

The defendant, in the witness-box, declared that he paid the \$5,000 deposit, and received the receipt from Mr. Luhrs. He gave particulars of the transactions which, he said, were arranged between Mr. Luhrs and himself personally, apart from the Kowloon Stores.

In cross-examination he said the deposit was to bear interest at bank rate, but he could not explain why this was not mentioned in the receipt. That arrangement was made verbally.

Mr. Dyer Ball, for the Crown, had completed his concluding address when the Court adjourned until this morning. Mr. Dyer Ball pointed out that, according to the defendant's case, although he was doing no business with the Holland Pacific Trading Co. from mid-October to February 25th, and during that time the Company was constantly pressing him to settle outstanding account, he allowed the \$5,000 to remain with the Company, with no clear claim to payment of interest, and without ever mentioning it as a set-off to the outstanding debt. As to counsel's criticism of the witnesses for the prosecution, Mr. Dyer Ball suggested that it might be an instance of following the old adage, "When you have a bad case, abuse your opponent."

The acting Chief Justice will sum up the case to the jury at 10.30 this morning.

THEATRE ROYAL.

"ANN."

The H. B. Waring Company brought its season to a close last night with a delightful farce called "Ann," and kept a large audience in a continual ripple of smiles and laughter. Perfect pictures were presented by Mr. Charles Quartermain as a rather hapless novelist and Miss Jeannette Shervin as a vicious American newspaper reporter. Mr. Frank Vosper as the Dean of Miltchester was clericalism itself. Mr. James Jolley and Misses Alys Rees and May Hallast were also good in the parts they portrayed.

S.P.O.R.T.

LAWN TENNIS.

DOUBLES CHAMPIONSHIP CHALLENGE ROUND.

As evidence of the keen popular interest in tennis the Hongkong Cricket Club stands were crowded early in the afternoon, yesterday, when R. and H. Hancock, the finalists, met the holders, M. K. and M. W. Lo, in the challenge round of the doubles championship. The spectators had little to complain of in the way of thrilling incidents: the games were a succession of brilliant bouts of exchanges and both sides employed a diversity of strokes. It was in every way an exceptionally interesting contest, and R. and H. Hancock deserve no little credit for their victory (6/2, 3/6, 7/5, 6/3) over their redoubtable opponents, who keenly contested each point and, thus, gave a good exposition of the manner in which a losing game should be played. They had no mean exponents of tennis opposed to them in R. and H. Hancock, whose good combination and grim determination to fight against odds, as much as the skill with which they countered their opponents' tricky strokes, won them the day. The following are the details:—

FIRST SET.

M. K. Lo took the service in the opening game, and threw away the first point by faulty service. Thanks, however, to H. Hancock misjudging the length of the court in a drive, they had the following point and equalised. A good rally in the next round ended in R. Hancock putting the ball into the net. A splendid drive from the base-line by M. K. Lo secured his side another point, and M. W. Lo put the finishing touch with a smash to the side line. In the second game—H. Hancock in charge of the service—the Hancocks had the two first points to their credit, but lost the next point through faulty service. A sharp bout of exchanges followed, but M. K. Lo was unfortunate in his strategy in placing at the base-line corner of the court, and the game stood at 40-15. Another rally between M. W. Lo and H. Hancock ended in the former's favour. R. Hancock moved up to the net, and as he had anticipated M. W. Lo attempted a long-range, hard drive which was given its quietus at the net, the set, then, reading 1 all. The opening round of the third game saw brisk exchanges and hard returns, and both sides claimed alternate points until M. K. Lo lost a point and 30-40 was called. R. Hancock successfully resorted to smashing tactics and won the game and obtained the lead for his side (set 2 to 1 in Hancocks' favour). The fourth game was one of the best in the match. Thrice it ran to deuce and hard returns figured largely. M. K. Lo won the first point with a gruelling drive which completely non-phased R. Hancock, who was in charge of the service. The next point also went to the credit of the Lo's through faulty service. M. K. Lo attempted another drive and this time the ball lodged in the net, but M. W. Lo secured the next point after a bout of sharp exchanges and equalised (30 all). Another rally, and H. Hancock gained the lead for his side with a crushing smash to the side. In the following round, R. Hancock and M. W. Lo bombarded each other with lightning drives, and the latter eventually succeeded in making the game a deuce. M. W. Lo attempted another smashing drive from the base-line, but this time it went out and advantage to server was called. M. K. Lo, then, equalised with a back-hand stroke, and it was deuce again. Then followed a brilliant rally in which there was as much skill as muscle behind the strokes and the Lo's had the advantage. M. W. Lo lost the next point by attempting to place the ball out of H. Hancock's reach, and M. K. Lo gave the next point away. R. Hancock replied to a hard drive with a smashing stroke, and the ball hit the net and just dropped over on the other side, winning his side one of the most exciting games of the match (set 3 to 1 Hancocks leading). M. K. Lo, then, began serving and sent over almost unreturnable shots and had the three first points. R. Hancock made for the net, and resorted to smashing tactics. The Lo's, however, had the game (set 3 to 2 in Hancocks' favour). M. K. Lo's hard drives failed to materialise in the next round and lost his side two points. M. W. Lo, however, annexed the following point with a terrific drive, and M. K. Lo had the next point, beating H.

Hancock. The Lo's lost the next two points and the game (set 4 to 2, Hancocks leading). On M. W. Lo's service, his partner attempted placing, but it proved disastrous, and the Hancocks took this, as well as the next game, H. Hancock, particularly, being very successful in mauling his opponents' hard returns at the net, and thus winning the set 6-2.

SECOND SET.

M. K. Lo lost the two first points on his service in the opening game of the second set. A well-timed volley by M. W. Lo had his opponents beaten in the following round, and he and his partner won the two following points and the game. The Hancocks, however, made the scores level in the next game, H. Hancock successfully resorting to his stratagem of placing the ball between his opponents, and R. Hancock using the smashing stroke (set 1 all). In the next game, however, R. Hancock seemed to be anxious to emulate M. W. Lo in hard drives, but his efforts ended in disaster and the Lo's were leading 2 to 1. M. K. Lo gave a fine exhibition in the fourth game of scientific play, his placing was beyond criticism and his smashes well-timed, with the result that his side had the game (set 3 to 1 Lo's leading). On his service in the next game M. K. Lo gave away the first point through faulty service, and skied the next ball, which R. Hancock promptly smashed beyond recovery. Another faulty service followed by M. W. Lo's drive into the net gave the Hancocks the game (set 3 to 2, Lo's leading). The Lo's made a good recovery in the following game, which they won, as well as the next. (Set 5 to 2 Lo's leading). In the eighth game, the Hancocks had the Lo's beaten, both the Lo's being unfortunate with their drives. (Set 5 to 3 in favour of the Lo's). M. K. Lo, once again, became more careful with his strokes and more than once puzzled his opponents with his tricky placing, which won his side the game, and the set 6-3.

THIRD SET.

The third set was the most keenly contested one of the match, and was bristling with thrilling incidents. The first game ran to deuce, and there were a succession of rallies. R. Hancock made good use of his smashing stroke. The Lo's rose nobly to the occasion in the next game, M. W. Lo's play near the net proved most effective and won his side the game (set 1 all). The Hancocks had the following game, which resolved itself on both sides into a game of lobs and smashes. It ran to a deuce, but the rallies ended in favour of the Hancocks, who had then the lead 2-1. The Lo's equalised in the next game. It was a ding-dong struggle in the fifth game. H. Hancock played particularly well and obtained the lead (set 3 to 2). M. K. Lo's faulty service and badly timed drives lost his side the following game as well (set 4 to 2 in Hancocks' favour). The Lo's then won the seventh game on their drives. "Deuce" was called twice in the eighth game, which, however, went to the Hancocks, who were, then, leading 5 to 3. The Hancocks, however, lost the next game without obtaining a single point and the following game as well, M. W. Lo being responsible for some very pretty strokes (set 5 all). The Hancocks wiped out the love game against them by running away with the eleventh game without allowing their opponents a point. They also secured the next game and set 7-5.

FOURTH SET.

R. Hancock gave a good account of himself in the opening game of the fourth set. The Lo's seemed to have lost heart and practically gave the game away. One of the best bout of exchanges took place in the following game in which the Lo's showed excellent combination, winning the game (set 1 all). The Hancocks obtained the lead in the next game, and then followed another very keenly contested game. "Deuce" was called no less than four times. Thrice advantage to server (M. K. Lo) was called. The Hancocks, however, won the two last points and the game (set 3 to 1 in their favour). They had little difficulty in annexing the fifth game, but the Lo's made a gallant effort at recovery in the sixth game. There were brilliant rallies, but the Lo's had more than ordinary ill luck and the game went against them (set 4 to 2 Hancocks leading). The Hancocks also emerged triumphant from the bouts of exchanges in the following game. In the eighth game the Lo's resorted to lobbing tactics, following up the returns with hard drives, and were successful in reducing their opponents' lead (set 6 to 3 in Hancocks' favour). In the next game the Lo's only gained one point, and the Hancocks won the game and set 8-3.

PRESENTATION OF PRIZES.

At the conclusion of the match, Mr. R. Hancock, the President of the Hongkong Cricket Club, said that before taking Miss Kirkpatrick to give away the prizes he would like to make a few remarks. Mr. Maitland, his predecessor in office, usually made a happy speech at the conclusion of the tournament, but, Mr. Hancock said, he did not propose saying much for three reasons. Firstly, he was not gifted with the power of oratory; secondly, he was out of breath—(laughter)—and, thirdly, those who had come out winners in the tournament, he knew, were keen on getting their prizes and taking them to their friends, sisters and sweethearts to show "them"—(laughter). It was, however, necessary to say that the meeting had been a very successful one; the entries had been very satisfactory and the "weather" had been very propitious. The outstanding feature of the tournament had been the play of Ng Sze Kwong in the final of the Singles Championship; it provided as fine an exhibition of tennis as any they had ever seen. Ng Sze Kwong had won the Championship for the fourth time in succession. It was time that young men in the Colony made an effort and produced someone able to lower the champion's colours. Another player who deserved mention was Mr. Penman; he had figured in three finals and had been a runner-up in other contests. Mr. Hancock, then, thanked Mr. Nisbet, who had acted as umpire in the tournament, and Mr. Greenhill for their share in making the tournament a success.

Miss Kirkpatrick then gave away the cups.

THE PRIZES.

Sir Robert Ho Tung Open Singles Championship Cup (to be won three years in succession) to Ng Sze Kwong. Cup for the Runner-up—M. K. Lo. Open Doubles Championship, Cups presented by the Hon. Mr. Ho Fook-to R. and H. Hancock.

Cups for the Runners-up to Major H. M. Edwards and R. Townsend. Handicap Singles "B"—Mr. C. H. Larcum. Runner-up—W. M. Cornaby. Men's Handicap Doubles—Winners, Mr. Penman and Mr. A. D. Humphreys. Runners-up, Messrs. Wood and Sayer. Mixed Handicap Doubles—Winners, Major and Mrs. Bagnall. Runners-up, Lieut.-Colonel and Miss Bowen.

The cups for the Club Championship, presented by the late M. R. de Journal, could not be given away as the championship had not been completed.

After the presentation of prizes Mr. Hancock presented Miss Kirkpatrick with a bouquet.

Major-General Sir GEORGE KIRKPATRICK thanked Mr. Hancock and the Hongkong Cricket Club, on behalf of Miss Kirkpatrick, for the gift.

CHARGE OF EMBEZZLEMENT AGAINST PARTNER IN TAILORING FIRM.

Before Mr. R. E. Lindsell, at the Magistracy, yesterday morning, Lun Long, a partner in the Hongkong Tailoring Co., of No. 10, D'Aguiar Street, was charged with having, on January 24th, embezzled the sum of \$72.35.

The accused denied the charge. Mr. F. G. Vaux, who prosecuted, indicated that there was a further charge of embezzlement of \$31.60, which was alleged the accused had collected from the Sang Kenn Co., and failed to pay to the credit of his firm.

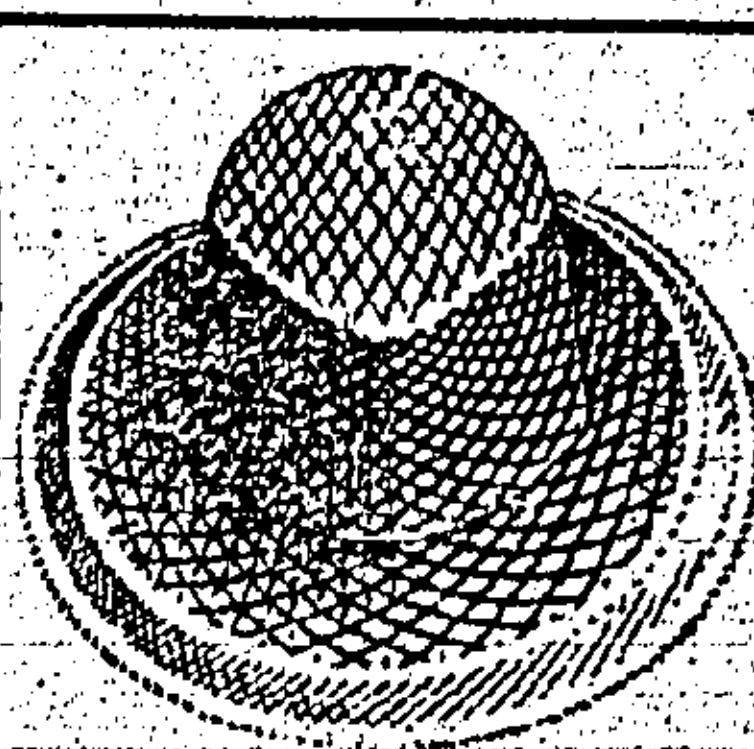
To this charge the accused also pleaded "not guilty."

In stating the nature of the case, Mr. Vaux, said that the accused and a man named Ching Fook were joint managers of the Hongkong Tailoring Co., and, as such, were empowered to collect on behalf of the firm the rents of several houses of which the company were agents. The accused had collected the rents of several houses and made out receipts, but had failed to pay to the firm a sum of \$135, the total of the amounts which formed the subject of the two charges against him.

A remand was ordered until next week, the Magistrate fixing the bail in the sum of \$300.

PLATE GLASS WINDOW.

"Looking through my Torio lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tramcar the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Torio lenses than the ordinary flat kind. Torios are more than worth the small difference in cost to you in the added comfort you derive from their use. Torio lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central. —ADVT.



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RANDOM REFLECTIONS.

People are naturally curious to know what special business has taken the Governor to Peking at the present time. His Excellency's visit to the Chinese Capital is not a health trip nor a pleasure jaunt, and only some matter of high public importance could have induced him to leave the Colony at a time when it was so obviously desirable that he should be here.

I do not pretend to have the least idea of what special business has taken the Governor to Peking. I have heard one or two interesting speculations which relate to the future development of the Colony and do not seem inherently improbable, but projects of that kind would not be discussed directly between the Governor of the Colony and the Chinese Government, but through the usual Foreign Office channels.

The fact that His Excellency and Sir Robert Ho Tung have had luncheon with the President at his Palace prompts me to do a little speculation on my own account. Knowing something of Sir Robert Ho Tung's keen interest in the problem of the unity of China and his eagerness to acquire and consider suggestions from anybody on the subject, I would be prepared to bet my bottom dollar that this was one of the subjects discussed at that luncheon.

My own opinion is that the only prospect of achieving unity in China is through the creation of a competent board of administration in Peking consisting of foreigners and Chinese with a trained foreign administrator at its head, working in "full sympathy with the national aims and aspirations of the Republic and under guarantees from the Chinese Government that its decisions shall be faithfully carried into effect." China, in the last ten years or so, has had foreign advisers in various branches of the administration, but it is clear to everybody that what China needs, above all, is instruction and guidance in the art or science of clean, honest and consistent administration.

I can conceive of a man of the age, intellectual capacity, administrative training and experience of Sir Reginald Stubbs proving to be the saviour of China, if, with the goodwill and co-operation of all parties and factions in the State, he were placed at the head of a small board of administration and given the necessary freedom of action within limits which, though necessarily wide, could nevertheless be clearly defined. Some satisfactory plan of this kind I have no doubt could be adumbrated and developed. The Maritime Customs Service is a training school from which a considerable percentage of the members of such a board might be drawn, and the suggestion might be well worth consideration whether the cure for many of China's ills would not be found in the appointment of a board of this kind, by the Chinese Government, of course, with a man at its head like Sir Reginald Stubbs, whose training was acquired in the British Colonial Office and subsequently developed by administrative experience in the Eastern Crown Colonies, and who is still young enough to undertake a big task with the prospect of seeing the administration in his life-time put on a sound and satisfactory footing. The alternative, which is looming ever more distinctly in the distance, is an International Debt Commission for China.

These may appear very random reflections—a very long shot indeed. I do not pretend that I have any reason to think that such an idea as I have sketched has ever entered the head of Sir Reginald Stubbs, Sir Robert Ho Tung, or anybody in Peking or Canton as a possible solution of the fundamental problems of China. It is, perhaps, "a poor thought but mine own." Whether there is anything at present in the notion or not, it is, at all events, one which, in my opinion, contains the germ of China's salvation. Possibly able men than Sir Reginald Stubbs may be found for a task of such herculean proportions, but the training and experience our Governor has had, plus his intellectual and administrative gifts and abilities, are qualifications essential to any man who would attempt such a task.

The taking of the Census, last Sunday, gave rise to the most astonishing alarms among the ignorant part of the Chinese population, especially, I am told, in the district of Tsamati. A story had got

into circulation that the object was really to ascertain how many Chinese children there are in the Colony, and that behind this seemingly innocent inquiry lay some diabolical intention on the part of the Government to drown six hundred of these children in the harbour! There is some association apparently in the minds of these ignorant folk between the new harbour works that are in contemplation and the immolation of children. Even among annals of long service in European households this explanation of the Census, I am told, was widely credited.

It seems perfectly incredible that such a belief could prevail in Hongkong where we have been endeavouring to educate Chinese children for the past seventy years and more, and striving to show to the Chinese people by our general administration that we are not the "barbarians" their forefathers represented all foreigners to be. Many children, it is said, were sent out of the Colony before the day of the census-taking because of the currency of the astonishing tale to which I have referred, and I have heard it said that there must be a great many children who remained in the Colony of whom particulars were not recorded on the census forms, for fear of what would happen to them! So we are not likely to get a true and reliable census after all.

The atmosphere of Hongkong has always seemed to me peculiarly favourable to the preservation of antiquated ideas, and many of the ladies of the Colony have endorsed this view since the issue of the Census papers describing the "mere man" as the "head of the household." At least one husband whose wife resented this affront to her dignity felt some hesitation, in view of the pains and penalties attaching to the giving of false information, in declaring that he had "slept" at home on the 25th inst.—"passed the night" suggested itself as a more truthful statement of the facts. These anxieties, however, were somewhat lightened on glancing through the specimen entries which had been prepared for our guidance by the kindly officials. There we noticed that Marie Dumas, a French governess, confessed her inability to read or write. We have all heard of the Lord Chancellor who was placed upon the Woolstack because he knew nothing of law, and we have seen Cadets given jobs for which they have had no particular qualifications, but, as a rule, a governess is expected to have a nodding acquaintanceship with the three Rs. Perhaps, however, as she was French we must assume that Marie Dumas was engaged solely for her conversational powers.

All that we have witnessed lately in connection with the Government's devices for raising additional revenue is typical of Hongkong. The proposal to tax everybody down to the poorest coolie was received without a murmur from those who have the ear of the Government, but the Stamp Duties Ordinance aroused a miniature typhoon which the Government was unable to withstand. Admittedly the Bill required some modification, but it seems to me that the prosperity of the Colony is less likely to be adversely affected by imposts on land and stock and share transactions and on telegraphic transfers of money—in regard to which it may be remarked, the Chief Manager of the Hongkong and Shanghai Bank and the Chairman of the Chamber of Commerce were in conflict—than by taxes which must increase the already high cost of living and, consequently, the working expenses of every trade and industry in the Colony. One would think that might be a consideration of some importance. When the rates were raised from 13 to 30 per cent. for the purpose of contributing to the Imperial War Chest assurances were given that its operation would be purely temporary and that any landlord who charged a tenant any sum in excess of the proper amount would be liable to prosecution. No such assurances or guarantees have been sought or given on this occasion.

The truth of the matter is, of course, that this method of raising money has two points in its favour. By a stroke of the pen the Treasury is replenished without any necessity for thought on the part of the Government, and the rich man gets off lightly. The man with a salary of \$3000 a month in this Colony is compelled to part with about \$100 in order to enjoy the luxury of a roof over his head, while

the man with \$2,000 a month pays but little more. Rates based on rentals, therefore, are very unjust in their incidence, and the injustice becomes more marked as you descend the social scale.

The Government cannot, of course, pretend that they are not alive to this. For several years past they have granted rent allowances to the members of the Civil Service; and, although this was represented at the time of its introduction as a purely temporary measure, there is no likelihood of its discontinuance unless and until everybody is provided with quarters, although in the interval salaries have been revised at a cost of a million dollars a year. More recently, on the specious pretext of relieving the congestion, the Government have embarked on an extensive system of house-building for themselves and their satellites, thereby rendering themselves immune from the consequences of their own administration for all time. For the subordinate officers the cost of these houses is, I believe, \$33,000 each, and for the seniors about \$68,000. Now if we may accept the reply which the Government returned to the Kowloon Residents' Association, 51 per cent. is a reasonable return to expect on this outlay. This would mean a monthly rental of \$333 in the one case and of \$470 in the other. Yet rumour says that a charge of only 6 per cent. is levied on the cost of the house! Oh dear no! On the salary of the occupant. So a man with \$800 a month pays \$36, and the modest balance of \$199 comes unobserved out of the pockets of the public. I wonder how the 20 per cent. house-tax is worked. Is it levied on the \$233, on the \$36, or ignored? Nobody wants public servants to be underpaid, but we prefer to know exactly what they are paid and to think that they have that "fellow-feeling" with the rest of the community which "makes us wondrous kind." There are no privileged, official classes escaping Income-tax at home.

In discussing the question of throwing a part of the burden of local developments on posterity by raising loans to finance permanent improvements, one consideration appears to me to have been overlooked. It is this. The Colony is now about eighty years old and at some not very remote period in the future the land leased for ninety-nine years to private individuals will begin to revert to the Crown and will, presumably, constitute a very valuable public asset. Originally it was acquired at a very modest premium, and annual Crown rent which bears no relation to its present-day value. When it is re-leased the terms, it seems reasonable to suppose, will take full cognisance of the altered conditions. Posterity will, therefore, have this valuable bequest to set against any debts which it may inherit.

Among the suggestions of possible sources of revenue that I have heard made in connection with the Stamp Duties Ordinance is a tax on steamship passengers. Ceylon, I see, is also talking of a tax of this kind, but the question has been asked: Are not steamship passengers "rooked" enough already?

It is now nearly three years ago—to be precise it was at the end of July, 1919—that the Coroner's Jury, which sat for several days to investigate the circumstances of the Tai O tragedy, recommended that there should be two European Police officers at all isolated outstations. Yet, if we may judge by Cheung-chau, the jury might almost as well have saved their breath. Replying to the Hon. Mr. P. H. Holyoak at the beginning of last month, the Government stated that two European officers had been stationed "from time to time" on that island. It would be interesting to know what period in all this represents. In November, 1919, after murders had been committed in and near the Island, attention was drawn in this paper to the unfair position in which the married European police-sergeant was placed, and shortly afterwards a second officer was sent there—only to be withdrawn, I believe, some six weeks later. Although the war has been over for two years and a half the Government have carried out the Jury's recommendations in only two outstations, and they plead as an excuse for this neglect that the Police Force has not yet been brought up to its full strength. Whose fault is that? The Government are taking a serious risk and, in the event of another tragedy at an outstation which the Poles formidably moral responsibility would attach to them which no one would envy.

(Continued on foot of next column.)

CORRESPONDENCE.

THE "MOSQUITO" QUESTION.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—It is observed that in your account of the Sanitary Board meeting in this morning's issue the Chairman is reported to have said "I understand that you have not so far discovered any considerable number of mosquitoes!" The actual remark was "I understand you have not so far discovered any anopheles mosquitoes!" It seems desirable to make it clear that although mosquitoes are undoubtedly numerous at present they are not malaria carriers. I have therefore to request you to be so good as to correct the report—I am, sir, your obedient servant,

C. M. W. REYNOLDS,
(Secretary.)

Sanitary Department, Hongkong.

27th April, 1921.

(The Chairman's remarks are frequently almost inaudible to the reporters.—Ed. H.D.P.)

WEDDING.

LLOYD-PARKER.

Much public interest at Singapore was centred last week in the marriage of Mr. Charles Jesse Lloyd, (of the Hongkong and Shanghai Bank), son of the late Mr. Charles Vincent Lloyd (formerly of Hongkong) and Mrs. Lloyd of Mitcham, Surrey, to Miss Vera Parker, daughter of the late Lieut.-Colonel J. H. Parker, R.M.L.I., and Mrs. Parker, of Gosport. The bride arrived about a week previously from Hongkong, where she had stayed with Mrs. Sorymgeour who acted as matron of honour. The bride, who was given away by Mr. J. C. Peters, looked very charming in a dress of white charmeuse draped with old Limerick lace and she wore a veil of Brussels net. Mr. E. J. Davies of the Hongkong and Shanghai Bank ably carried out the important duties of best man. A reception was afterwards held at Mount Echo, the residence of Mr. Peters, and later in the evening the happy couple left for Changi to stay at a bungalow placed at their disposal by Mr. P. S. Goodall. Afterwards Mr. and Mrs. Lloyd will proceed to Java for a few days prior to their return to Singapore. There were many beautiful presents including a handsome cigarette box inscribed with the signatures of the bridegroom's colleagues in the Hongkong and Shanghai Bank.

Although the aer in has not begun yet the accommodation on the Cheung-chau ferry launch is frequently taxed to its utmost capacity at week-ends and it is time that a little of the "foresight" to which the Government lay a very doubtful claim was exhibited in this direction. The stumbling-block to progress, I believe, is the regulation requiring the employment of European skippers and engineers on all vessels of over sixty tons. This limit might well be raised in the case of launches plying within harbour limits.

The other day, in Caine Road, I saw a Chinese painter sketching on a board announcing a site for building development, the outline of the legend: "Rednaxela Terrace." Was some building speculator responsible for this atrocity, I wondered, or had the painter, unfamiliar with English, copied his instructions from the wrong end? If the latter be the explanation he would, presumably, have made a complete transposition and renamed the thoroughfare, "Eccret Rednaxela." Since then, the board has been completed and "Rednaxela Terrace" is painted in uncompromising black. Someone should be "strafed" for this unpardonable affront to our mother tongue. There was a case of the same sort in the East End of London some years ago, I remember. A little by-way was named Senrab Street and it seemed a name with an Eastern, possibly Semitic, flavour rather suitable to the district, until one discovered that the name of the man who built the street was Barnes! Why should Alexander try to hide his Greatness by such a subterfuge!

For sometime there was, I believe, an understanding that the military authorities would not use the Peak tramway, unless necessary, for moving troops during the hours when business men were travelling between office and house. It would be well if such an arrangement were made now. Yesterday morning between eight and nine o'clock and again at fifteen time people were crowded out of the cars by soldiers, and suffered much inconvenience as a consequence. It possible this should be avoided.

BONNICK BARON.

LANE, CRAWFORD'S

are now showing the new styles
in English and American

BATHING COSTUMES

FOR

MEN - WOMEN
BOYS & GIRLS

CAPS

WRAPS

SHOES

There are so many Styles and Colour
combinations among these Costumes
and Caps you'll be sure to find just
the kind you require

STOCKED IN ALL SIZES

Including extra small and extra large.

LANE, CRAWFORD & CO.

LANE, CRAWFORD & CO.

ESTABLISHED 1850.

SHIPCHANDLERS.

COMPLETE SHIP'S OUTFITS.
DECK AND ENGINE ROOM STORES OF ALL DESCRIPTION.
OILS, PAINTS AND VARNISH IMPORTERS.
ENGINEER'S TOOLS, BLOCKS AND TACKLE.
HEMP AND MANILA ROPES, ALL SIZES.
PACKING AND ASBESTOS GOODS.
SOLE AGENTS FOR DOBBIE MCINNES'S NAUTICAL SPECIALTIES.
HONGKONG.

Tel. 1741.

97

NEW MUSIC

WHISPERING

NAUGHTY WALTZ

VENETIAN MOON

AVALON

JAPANESE SANDMAN

ETC., ETC.

AT

ANDERSON'S

84

Wm Powell & Co.

TELEPHONE 3146.

GENTLEMEN'S

HIGH-CLASS OUTFITTERS.

COOL

SUMMER

UNDERWEAR

SPECIALITIES!

"AERTEX" CELLULAR IN COTTON AND LISLE.

We have also a complete stock of

"MORLEY'S" UNDERWEAR in

INDIA GAUZE, "FLEXINET,"

SILK and WOOL and PURE WOOL.

WE INVITE INSPECTION.

NEW ADVERTISEMENTS

IMPORTS AND EXPORTS OFFICE
NOTICE.

IT IS HEREBY NOTIFIED that from May 1st, the PERMIT OFFICE of this Department will close at 1 p.m. on SATURDAY, instead of 4 p.m.

N. L. SMITH, Superintendent,
Imports and Exports.
Hongkong, April 28th, 1921.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from THURSDAY, May 27th, to SATURDAY, May 28th, (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. G. STEPHEN,
Chief Manager.
Hongkong, April 28th, 1921.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG & SHANGHAI BANKING CORPORATION will be held at the City Hall, Hongkong, on SATURDAY, the 28th day of May, 1921, at Noon, for the purpose of considering and if thought fit of passing the following resolution:—

1.—That the Directors of the HONGKONG & SHANGHAI BANKING CORPORATION be and they are hereby requested and authorised by and on behalf of the shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Corporation is incorporated and carrying on business so as to allow of the capital of the Corporation being from time to time increased from 20 millions of dollars to 50 millions of dollars.

2.—That the Capital of the HONGKONG & SHANGHAI BANKING CORPORATION be forthwith increased from \$15,000,000 to \$20,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of \$70 on the terms after mentioned. Shareholders on the Eastern Register to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.

3.—That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 28th day of May, 1921, Shareholders shall respectively be the registered Holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4.—That the payment of the sum of \$70 per share for each of the said New Shares be made as follows, viz:—

1st. instalment of \$25 on the 1st day of July, 1921.
2nd. and final instalment of \$45 on the 1st day of October, 1921.

5.—That the Directors issue to Shareholders holding three or more shares a certificate in respect of each share less than three or in excess of a multiple of three and allot one New Share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.

6.—That after payment of the first instalment, and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owners of the shares respectively represented by such Scrip Certificates.

7.—That interest at the rate of 8 per cent. per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up and from due dates for payment of same.

8.—That interest at the rate of 8 per cent. per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

9.—That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund.

For The HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, April 28th, 1921.

NEW ADVERTISEMENTS

IN THE MATTER of the COMPANIES ORDINANCES 1911-1915

AND
IN THE MATTER of the GLOBE FURNISHING & EXPORT COMPANY, LIMITED, IN VOLUNTARY LIQUIDATION.

NOTICE IS HEREBY GIVEN that the CREDITORS of the above-named Company are required, on or before the 27th day of June, 1921, to send their names and addresses, and the particulars of their Debts or Claims, and the names and addresses of the Solicitors, if any, to the undersigned CHEUNG TSOI, care of Messrs. JONKSON, SPOORS & MAESTER, Prince's Buildings, 100 House Street, Hongkong, the liquidator of the said Company, and if so required by notice in writing from the said Liquidator, are by their Solicitors to come in and prove their said debts or claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this 27th day of April, 1921.
CHEUNG TSOI,
Liquidator.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"ATSUTA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 1st May, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, April 27th, 1921.

NOTICE.

THE HONGKONG TAILORING COMPANY.

I, the undersigned, I. LAM, hereby notify that I am still the Chief Manager of the HONGKONG TAILORING COMPANY of No. 10, D'Agular Street, Hongkong, Tailors, and have full power to receive moneys and give receipts on behalf of the said Firm and to enter into contracts and pledge the credit of the said Firm in the ordinary course of business.

I. LAM.
Dated the 27th day of April, 1921.

WILTSHIRE REGIMENT SPORTS.

THE WILTSHIRE REGIMENT will hold their REGIMENTAL SPORTS on THURSDAY, April 28th, at 1.30 p.m. at Soakomoo.

Major C. A. LAW and the Officers will be "At Home" on the ground, and will be very glad to see their friends, if they will kindly accept this notice as an invitation.

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession.

Apply to—
Box No. 555,
Care of Daily Press Office.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DILWARA"

Arrived Hongkong, on April 25th, 1921.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
Er. m. MAR-ELLES ex SA. KAISER-
HIND.

From Persian Gulf ex B. I. S. N. and B. I. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's Surveyors, Messrs. GODDARD & DONOHUE, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO.,
Agents.
Hongkong, April 26th, 1921.

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Boxes P. Q. AD. AP. AW. BF. BG.
BR. BY. EX. LM.

TO LET.—No. 13, ASHLEY ROAD, Kowloon, Six-roomed HOUSE from 1st June, 1921. Apply to—J. M. NORONHA, Credit Foncier d'Extreme-Orient.

TO LET.—OFFICE To Let in Alexandra Buildings. Apply A. S. WATSON & CO., LTD.

SWEET PEAS.—For Sale a few packets of seed saved from my own plants. Delivery now or at proper sowing season. A. NICOL, Quarry Bay.

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE AND STRAITS.

THE Company's Steamship

"AWA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 1st May, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, April 24th, 1921.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"YATSHING"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by May 2nd, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHEWSON & Co., Ltd., General Managers.

Hongkong, April 26th, 1921.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.) HOLLAND-ROST AME LIJN (HOLLAND-ROST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, LA ROCHELLE, PALICE, GENOA, LISBON and SINGAPORE.

THE Steamship

"ALCOR"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 29th April, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 29th April, 1921, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of the steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LIJN, General Agents.

Hongkong, April 26th, 1921.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, where they will be examined on the 30th April, at 10 A.M.

No Fire Insurance has been effected by GIBB, LIVINGSTON & Co., Ltd., Agents.
Hongkong, April 26th, 1921.

INTIMATION

WATSON'S

"E"

THE PREMIER SCOTCH

of the Far East.



Popularity maintained by its

EXCELLENT QUALITY

NOT BY EXPENSIVE

WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS, HONGKONG.

MARRIAGE.

NEWCOMB—CHAMBERLAIN.—On the 27th of April, at St. John's Cathedral, Hongkong, by the Rev. J. T. Holman, M.A., DUDLEY DE BURGH, youngest son of the late Rev. H. Newcomb, to DOROTHY GRACE HAMILTON, only child of the late CYRIL HAMILTON CRAIG, of Edinburgh.

Hongkong Office: 10A, DES VOUX RD., C. LONDON Office: 191, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 28TH, 1921.

BRITISH BUDGET PROBLEMS

The Budget Statement which Mr. Austen Chamberlain has just laid before the House of Commons contains a good deal of information that is very gratifying to our national pride. "We have wiped off a large part of our foreign debt, have restored international credit, and have made it clear to doubters that we can and shall continue to hold the proud position of the premier financial centre of the world"—which is a very satisfactory achievement indeed in a space of less than three years since the termination of hostilities. In spite of the serious depression in trade and the very serious additional factor of the interruption of coal production and transport at present prevailing, Mr. Chamberlain, it will be noticed, was optimistic enough to believe in a possibility of redeeming debt from the surplus of the ensuing year by no less a sum than one hundred and three million pounds sterling. We are not surprised in the circumstances that doubts were freely expressed by members of the House of Commons as to the possibility of raising the £1,050,000,000 of revenue which the Chancellor anticipates to enable him to reduce the debt to the extent contemplated.

It is fortunate for the country that in the truly appalling financial situation in which the war left it the Chancellor of the Exchequer has never shown himself to be a pessimist. He has succeeded in his aims beyond the most sanguine anticipations, and we hope that chapter in the history of the Exchequer has not been closed with Mr. Chamberlain's retirement from this very responsible post; but the sudden collapse which has occurred in the trade of the world,

and the disorganisation which has resulted recently from the strike of the coal-miners must inevitably react most seriously upon the national revenue. It is difficult to be an optimist in such circumstances. The miners' strike is still unsettled, and the decision of the railwaymen not to handle coal in colliery sidings or from overseas while the miners' dispute continues is a development of the gravest significance. In the words of Sir ERIC GIBBS, the Minister of Transport, that "no Government could allow itself to be so coerced" we may discern the spectre of civil war. We have very little doubt, however, that a settlement of the trouble will soon be reached, especially as there is talk now of discussing with the Government's representative "to what extent" a possible reduction in wages can be met by Government assistance. The Government seems to be faced with the alternative of spending money either in this way or on the maintenance of precautionary measures to defeat the threat of the labour organisations to starve the nation into acquiescence in the demands of the miners—at a time too, when the Government, looking to the general welfare of the nation, is anxious to do its utmost to reduce the national debt and to curtail its expenditure in all possible directions. The outcome of the conference between the Government, the mine-owners and the miners will be awaited with eager interest, but it is clear that any settlement on the basis of Government assistance to the industry can only be of a temporary character in any event. The figures quoted by Mr. BRIDGEMAN in the House of Commons the other day showing that expenditure on wages in the mining industry had increased since the outbreak of the war by something like 300 per cent. while owners' profits had increased by 30 per cent. taken over the whole field of the industry, suggest that there is scope for a give-and-take arrangement within the industry itself in a period of severe business depression without calling for State-aid which involves the taxation of other industries to support one which apparently can well afford to sustain itself.

The Hotel Van Wijk at Singapore has declared a dividend of 50 per cent. By a slip of the pen it was made to appear in the course of our leading article yesterday that the opium revenue of the Colony had declined in the last couple of years by four millions "a year." The words in quotations should be deleted. The loss is about four millions in two years. Heroin and strychnine to the value of over \$4,000 was found by the police at Shanghai last week sewn up in Chinese bedding, packed away in pillow cases, while the strychnine had been carefully hidden between big looking-glasses and the wooden cases at the back. The analyst stated that there was enough poison in the drugs seized to kill half the people of China.

Among the passengers for England by the *Dezanha* which departed yesterday were Colonel J. R. Young, who has been the commanding officer of the Royal Engineers in Hongkong, for the past five or six years, his wife and daughter; Mr. and Mrs. A. R. Lowe, and Miss Lowe; Captain and Mrs. T. Arthur; Mrs. Bowen, wife of Lieut.-Colonel Bowen, A.P.D., and Mrs. Rapson, wife of Major Rapson, Adjutant of the Volunteer Defence Corps.

For the purpose of improving the weather forecast system in the Orient, a conference among the directors of the Observatories in Hongkong, Japan, China and the Philippines is at present in progress. Mr. Claxton, director of the Royal Hongkong Observatory, has visited Formosa and is at present in Japan. The *Manila Times* says, from there he will go to Manila. Father Aigue, of the Manila weather bureau, is much pleased with the news of Mr. Claxton's visit, and hopes much benefit will result from the co-ordinated efforts to be made by the weather observatories in the Far East.

Mr. W. J. Williams, Municipal Electrical Engineer of Penang, in a report on the transport problem of the Settlement has recommended the use of rail-less cars. A paragraph in the Report says:—"It is now felt that further facilities should be afforded the public not only in the town area but in the outlying districts. Many of the large towns in England and other countries are now adopting the system of rail-less cars for such extensions, and talking into consideration the enormous saving in Capital Expenditure by adopting this method it would seem desirable to carry out further extensions in Penang on the same system."

There will be a short service at St. John's Cathedral, on Friday afternoon, April 29th, beginning at 5.15 p.m., when Mr. J. M. Hickson will give an address on Health and Spiritual Healing. Blocks of seats will be reserved in the body of the Church for those British and Chinese Schools which have asked for this service. Parties of children with their teachers should arrive in time to be seated by 5 o'clock. A certain number of seats in the Chancel will be available for other teachers, and business people, who have not yet had an opportunity of hearing Mr. Hickson. The offertory will be devoted to the local expenses of the recent Mission of Healing.—Adv.

Mr. Andrew Forbes, of Messrs. Harry, Wicking & Co. departs for Home to-day, by the *Empress of Russia*. His return to the Colony, we understand, is uncertain. Mr. Forbes has been in business in the Colony as a merchant for many years and in the course of his career has sat upon the directorates of several of the leading companies in the Colony including the Hongkong and Shanghai Banking Corporation, and the Union Insurance Society of Canton. His departure, if it should mark a complete severance with the Colony, would be an occasion for genuine regret to a wide circle of friends. Among others travelling in the *Empress* are Mr. and Mrs. Frank Smyth, who are going to England for the summer; Mr. F. B. L. Bowley, who is retiring from his legal practice in the Colony; Mr. D. K. Blair, who is going Home for the summer; Mrs. Sachse, who is spending the summer in Canada.

The Legislative Council sits again this afternoon in Committee on the Stamp Duty Bill.

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Holder of F.M.S. Government 6 per cent. War Loan Bonds will be interested to learn that definite arrangements have been made to liquidate the loan when payment falls due on the 1st proximo. The liquidation of this comparatively huge sum, says the *Malayan Leader*, is the first considerable financial exploit in which Malaya has engaged and would have caused no mean strain on the local financial machinery even in normal times. It is therefore a matter upon which the Government and others concerned have reason to congratulate themselves that so unprecedented an undertaking in the desperate stress of war time could be liquidated in this period of unprecedented trade depression that has been clogging the wheels of industry even to the verge of collapse. It was no wonder, therefore, that that much loose talk was indulged in latterly about the country's solvency and no better proof of our stability can be afforded than this punctual liquidation of the first big loan in the F.M.S.

SERIOUS FIRE IN THE CENTRAL DISTRICT.

SHOP AND BOARDING HOUSE DESTROYED.

In the early hours of yesterday morning a fire occurred at No. 293, Queen's Road, Central, occupied by the Hong Chan firm of dealers in Chinese tobacco and foreign goods. The night was somewhat windy and when the Brigade arrived the flames had already taken hold of the ground and first floors of the house, and were rapidly spreading to the two floors above. Attempts to save them were ineffectual and all efforts had to be directed to preventing the flames from spreading to the neighbouring houses. In this the Brigade was successful, after a long and strenuous fight extending for a considerable time.

All the four floors of No. 293 were completely destroyed. The first floor of the house was occupied by the Lai Cheung foreign goods firm and the two upper floors were used as a boarding-house. Fortunately the outbreak was discovered early, and all the inmates of the floors were able to make their escape. Damage to the stock of the Hong Chan firm is estimated at \$6,000. The goods were covered by insurance for \$9,000—\$4,000 with the South British Insurance Co., and \$5,000 with the Chung On Insurance Co. The extent of damage done to the other three floors has not yet been ascertained, nor is it known if they were covered by insurance. The cause of the outbreak is attributed to the overheating of a stove used on the ground floor for drying tobacco leaves.

When the State endeavours to function as a charitable institution it does more harm than good.—Mr. A. Hopkinson, M.P.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

REPARATIONS PROBLEM.
GERMANY'S NEW PROPOSALS.

BERLIN, April 26th.

The German Note to America outlines the German proposals, and emphasises that these are the maximum Germany can offer.

The proposals include an offer to pay fifty milliard gold marks at their present value for reparation. Germany is equally ready to pay the value of this sum in annuities, adapted to her capacity for production, up to the total of two hundred milliard gold marks.

Germany proposes to issue immediately an International Loan, in which she would participate, the result of the loan to be placed at the disposal of the Allies. Germany to pay a portion of the sum uncovered by the loan up to the limits of her capacity.

Germany offers to allow the Allies to participate in any improvement of her financial and economic situation and to co-operate in the reconstruction of the devastated regions, supplying materials as far as possible on purely economic lines.

Germany also offers to pay the Reparations Commission one billion gold marks as follows:—Firstly, one hundred and fifty million in gold, silver and drafts; secondly, 850 million in bills of exchange upon the Treasury which would be paid within three months in drafts and foreign securities.

Germany is ready to take over within the limits of her capacity the Allied debt to the United States.

If these proposals are accepted, Germany demands the cancellation of all other obligations on Germany with regard to reparations. Thus, the private possessions of Germans abroad would be liberated. Germany considers these proposals are acceptable only if the regime of penalties is ended, if German production is not restricted and Germany is admitted to the world's trade. Germany undertakes to recognise as binding the decisions of the International Commission of Experts upon her capacity to pay and, finally, she asks the United States to point out any desirable modification.

ATTITUDE OF BRITISH GOVERNMENT.

LONDON, April 27th.

It is authoritatively stated that the attitude of the British Government as regards the new German Note is one of complete reserve. Nothing has so far been heard from Washington, but the proposals published in Berlin are ambiguous as regards securities. Steps have been taken to obtain explanations regarding securities, especially as regards the term of years in which the annuities will be payable.

PRESS COMMENT.

LONDON, April 27th.

The Press comments on the new German offer dwell on its vagueness.

The *Times* is of the opinion that its adoption by the Allies in its present form is out of the question.

The *Daily Chronicle* thinks that the offer is much less impossible than its predecessors.

The *Daily News* is of the opinion that the American Government is not likely to dismiss the terms as undiscussable, and, though Germany, perhaps, ought and can be constrained to do better, the offer incomparably exceeds anything France can extract by invading the Ruhr area.

A Paris message semi-officially declares

that the offer is quite unacceptable and entirely inadequate.

American opinion is divided. While the *New York Tribune* characterises the offer as only the London offer in another guise, and as a bungling attempt to wreck the Treaty, the *New York World* is of the opinion that the offer deserves most thorough consideration.

The *New York Times* declares that, stripped of its conditions, the offer is almost certainly to be seriously considered by the Allies.

EARLIER CABLES.

WASHINGTON CONFERENCE.

WASHINGTON, April 26th.

Mr. Hughes, Secretary of State, invited the Allied Ambassadors to meet him informally to discuss the German Note. Sir Auckland Geddes, M. Jusserand, Signor Ricci and Baron Shidehara spoke at the Conference.

It was indicated that the American reply to Germany will not be sent before the receipt here of the view of the Allied Governments regarding the German proposals.

M. BRIAUD'S REPORT TO FRENCH CHAMBER.

PARIS, April 26th.

M. Briand has reported to the Chamber that the conversations at Lympe and Hythe had a most satisfactory result. The Premiers were absolutely agreed in principle. He declared that Germany's failure to fulfil the Treaty applied in every direction and all the French preparations were made to deal with the situation on the expiration of the time limit. France would resort to coercion because she was compelled by the debtors' bad faith. M. Briand asked for the Chamber's entire confidence, after which the debate was adjourned at the Government's request by 423 vote to 29.

BRITISH PRISONERS IN GERMANY.

GRUESOME DETAILS OF CAMP HORROR.

LONDON, April 26th.

Shocking stories of the ill-treatment of British soldiers at the hands of Germans were related in a crowded court at Bow Street by soldiers unable to attend the trials of war criminals in Germany, whither their evidence will be sent.

Mr. Travers Humphreys and Mr. Vernon Gattie represented the Crown; Herr Weisenberger represented the German Government.

The first case dealt with the brutality of Muller, Commander of the Flave de Martel camp, where a thousand British prisoners were herded in the three floorless huts, without bedding or sanitation, and with inadequate rations. There was no room for all to lie down. Five hundred contracted dysentery and died at an average rate of six daily. Nevertheless, they were driven to work with blows, the Commandant riding his horse along their ranks, photographing men in the throes of dysentery. A terrible disclosure was the statement that a man was eaten to death by lice; no trace of skin was left on his chest, which was a huge mass of crawling vermin, causing the German guards to shudder at the sight.

AUSTRALIA AND ASIATICS.

MR. HUGHES DEFINES POLICY.

MELBOURNE, April 27th.

Mr. Hughes, in a speech at a farewell banquet prior to his departure for England, at which the American Consul-General presided, said that he did not believe that Americans seriously contemplated war with Japan or vice versa. He was certain anyway that the British Empire was determined that there should be no war with either country, and affirmed the resolve that Australia be reserved for the white races, but Australians did not wish to give a pretext for offence to other nations. They wished to live in peace and friendship with the Asiatic peoples.

RETIRING SPEAKER.

MR. WHITLEY AS HIS SUCCESSOR.

LONDON, April 26th.

The House of Commons, with acclamation, thanked the Speaker, Mr. James Lowther, on the occasion of his retirement, and adopted a motion making his Majesty to confer upon him a signal mark of favour.

Mr. Whitley is expected to be unanimously elected his successor tomorrow.

LATEST CABLES.

CAIRO CRISIS.

CAIRO, April 27th.

A new political situation fraught with the most serious difficulties has arisen, owing to Zagloul Pasha challenging the Ministry by demanding the abolition of martial law and the censorship and that the leadership of the delegation to London be placed in his hands.

Zagloul Pasha, in a speech on April 26th, asserted that his collaboration with Adly Pasha, the Prime Minister, depended on the latter's acceptance of Zagloul Pasha's conditions.

The resignation of the Ministry may possibly be imminent, which would involve the negotiations with Great Britain.

PLAGUE IN ALEXANDRIA.

ALEXANDRIA, April 27th.

There have been no further cases of plague, which is well under control. There were few cases altogether. The number mentioned on April 21st was due to telegraphic mutilation.

MINERS' STRIKE.

THREAT OF RAILWAYMEN'S UNION.

LONDON, April 27th.

The railwaymen's Executive has decided that the embargo on handling coal does not apply to coal for hospitals, public utility purposes, or household use, but to coal intended for commercial purposes. It has decided to use the whole force of the Union to secure an unconditional reinstatement of the men suspended at Nottingham.

DELAY IN DEPARTURE OF "NARKUNDA."

LONDON, April 27th.

The sailing of the *Narkunda* has been postponed until May 6th, owing to coal-lifting difficulties.

It is understood that the *Delta* will deliver the *Narkunda's* Indian mail at Bombay, and then proceed to the Far East.

EARLIER CABLES.

EFFECT OF RAILWAYMEN'S DECISION.

LONDON, April 26th.

The gravity of the decision of the National Union of Railwaymen not to handle coal in colliery sidings or from overseas during the miners' dispute was emphasised by Sir Eric Geddes, in the House of Commons, this afternoon. Sir Eric Geddes pointed out that this coal was absolutely necessary to the life of the community. Preventing the delivery of coal was only interpretable as an attempt to starve the nation. He declared that the Government during this and previous disputes favoured no class—(Labour cries of "Oh!" and loud Ministerial counter-cries)—and had secured the necessities of life for the whole community—(cheers). He invited the secretary of the Railwaymen's Union to meet him this afternoon, and trusted good would result. But no Government could allow the nation to be so coerced—(loud cheers).

JOINT CONFERENCE ADJOURNED.

After two hours' discussion, the joint conference of the Government, the mine owners, and the miners adjourned. It will be resumed after Sir Robert Horne has separately conferred with the contending parties to-morrow morning, in order to discuss to what extent it is possible that the reduction of wages can be met by Government assistance.

WORLD'S CHESS CHAMPION.

CAPARLANCA TAKES THE TITLE.

LONDON, April 26th.

A telegram from Havana says Lasker has resigned the Chess Championship of the World to Capablanca, after losing four out of the fourteen games played. The others were drawn.

LASKER'S ILLNESS.

HAVANA, April 27th.

Despite Lasker's desire to resign, owing to illness, the Committee is endeavouring to persuade Lasker to finish the series.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF "THE CHINA MAIL."]

HONGKONG BANK'S NEW PREMISES AT TIENSTIN.

SHANGHAI, April 26th.

Sir Beilby Alston, British Minister at Peking, leaves for Tientsin on Thursday on board the *Catty Sark*, to lay the foundation stone of the new Hongkong Bank building.

Sir R. E. Stubbs, Governor of Hongkong, will also attend the ceremony.

WEIHAIWEI'S COMMISSIONER.

SIR JAMES LOCKHART RETIRES.

SHANGHAI, April 26th.

Sir James Stewart Lockhart, Commissioner of Weihaiwei, is retiring after 16 years' administration. He is sailing for England on April 28th by the steamer *Pyrrhus*.

SHANGHAI JOCKEY CLUB CHAIRMAN ILL.

SHANGHAI, April 26th.

Mr. Jackson, chairman of the Shanghai Jockey Club, is in hospital with appendicitis.

LABOUR DAY PRECAUTION.

SHANGHAI, April 26th.

Precautions have been adopted in case of possible demonstrations on May 1st, Labour Day.

[THROUGH REUTER'S AGENCY.]

CROWN PRINCE OF JAPAN.

MALTA'S ENTHUSIASTIC SEND-OFF.

MALTA, April 26th.

The Crown Prince is receiving an enthusiastic send-off amid naval and military salutes, the barracks, and bastion being crowded as on his arrival.

U.S. WARSHIP TO GREET PRINCE.

GIBRALTAR, April 26th.

The *Pittsburg*, flying the flag of Vice-Admiral Niblick, of the U.S. Navy, is expected here to-morrow. The *Pittsburg* will salute the Japanese Prince when His Imperial Highness arrives.

VISITOR TO BE ENTERTAINED AT LANCASTER HOUSE.

LONDON, April 27th.

The Government will entertain the Crown Prince at Lancaster House on May 12th. The Prime Minister will preside.

LATEST CABLES.

DUTCH OIL DEPOSITS.

BILL BEFORE DUTCH CHAMBER.

THE HAGUE, April 27th.

The Standard Oil Company's request for an opportunity to participate in the exploitation of the Djambi oil-fields proposes the formation of a company with the Dutch Government conforming with the laws of the Dutch East Indies and to which half of the Djambi oil-fields will be allotted on the basis of a bill now before the Chamber, which proposes to entrust the whole of the oil-fields to the Royal Dutch Group in participation with the Government.

It is understood that M. de Maralt will move in the second Chamber that part of the oil-fields be given to the van Kerkhoven Combine of Holland and the Standard Oil Company.

EARLIER CABLES.

QUESTION IN SECOND CHAMBER DEBATE.

THE HAGUE, April 26th.

The Second Chamber opened a debate on a Bill dealing with the exploitation

of oil deposit at Djambi. Referring to the Standard Oil Company's application to participate in the exploitation, M. van Haverbeek, a Communist, urged the desirability of the Foreign Minister participating in the debate if the application emanated from the American Government.

The President of the Chamber opposed the demand, and said that he was not aware that the application emanated from the American Government. M. van Haverbeek did not insist upon his demand.

TRADE WITH RUSSIA.

PRIME MINISTER'S STATEMENT.

During the debate on the Consolidated

Fund Bill in the House of Commons on March 22nd, Lieut.-Colonel Newman said the Russian Trade Agreement was perhaps the best that could have been made at the present moment, but it had "temporary" written on every line of it, and it was full of disquietude to other nations which were our Allies.

Sir J. Butcher asked if the effect of the agreement was that this country recognised the Soviet Government of Russia as the *de facto* Government. Was there any assurance in connection with the agreement that the Soviet Government would pay just compensation to British subjects and British companies whose properties in Russia were confiscated by the Soviet Government?

Major Barnett said he felt strongly that the agreement ought not to have been entered into.

Mr. Lloyd George: This is a purely trading agreement, recognising the Soviet Government as the *de facto* Government of Russia, which undoubtedly it is. No one looking at the facts can fail to recognise that the Soviet Government has as complete control over that vast territory as any Government can possibly have under present conditions. It is not a treaty of peace. It was the desire of the Government to clear up all the outstanding differences throughout the whole of Europe and that part of Asia which is still under the control of the Soviet Government. It was no fault of ours, and it was a great misfortune, that the invitation which was extended early last year to the Soviet Government to come and discuss the whole situation—relations with Poland, Roumania, and the Baltic States—with the Great Powers of the West, was rejected by them. That invitation was extended with the assent of France, which was a great advantage. Owing to the refusal of that invitation we were driven to fall back upon this trading arrangement. By that arrangement you have to leave open all the questions raised by Sir J. Butcher, but we have safeguarded them. All claims against the Government of Russia, either in respect of any money which has been advanced or any goods supplied to the Russian Government or of any claims in respect of our nationals for injuries done, have been reserved for discussion when there is a general settlement of all the disputes between the Russian Government and ourselves. I can give an emphatic assurance that these questions have been safeguarded. We propose to press the claims of our nationals. We made it as plain as we possibly could that we did not intend to forgo any of these claims. It is true that on their part they had sent claims—(Labour cheers)—in respect of damage inflicted by us on their nationals. It is not for me to say these claims are good or bad. Those are subjects for discussion when you come to a general clearing up. This is a very important matter to France which has advanced money. We have given an assurance to the French Government that when there is a general discussion with a view to establishing peace between Russia and Western Europe these claims will have the support of his Majesty's Government.

Sir J. Butcher: The right hon. gentleman said we would press these claims on the Soviet Government. Did the Soviet Government show any indication to carry out the suggestion?

Mr. Lloyd George: They never challenged them; they never repudiated their liability. They only put in a counter-claim. I have never heard any general expression of opinion against entering into trade with Russia. I think there was a general sense of relief that we had done this. I do not think there has been any violent protest. This is not a thing which has been done in a hurry. (Labour members: "Hear, hear.") It is not our fault. The Government was prepared for a general clearing up. It was not our fault that it was not accepted. It was one of the greatest failures in statesmanship on the part of the Bolshevik Government that they did not accept. It is one of those things which always happen when there is an atmosphere of suspicion and when people suspect there is some ulterior motive and do not give you credit for desiring to arrive at a good understanding. Here is something which has gone on for the better part of two years. The public knew what was going on. I have never concealed in the House of Commons that the Government meant to conclude a trading agreement with Russia. If there had been a real revolt, either moral or commercial—I am not going to make the distinction—(laughter)—I think it would have been more manifest. I think on the whole, the trading community of this country came to the conclusion it was the right thing to do under the circumstances. I have no doubt from any point of view it was the only thing to do. You could not rule out an enormous territory—just riving down the fire curtain and wait for the fire to burn itself out.

CONVERTING THE BOLSHIEV.

It is a small world, and nations are very dependent on each other. We are dependent on Russia, and Russia is dependent on us. It was done not only in the interests of Russia but of everybody all round. Were we to say that until Mr. Lenin and Mr. Trotsky and these gentlemen have disappeared, until the Bolshevik Government is finished, we will never do business with Russia? Is there one man who would take the responsibility of saying that? I have been watching this thing with great care, and I should not like to say whether it will last for a short time or for a long time. All I do know is this, that every prediction that has been made up to the present that it is coming to an end has failed. I do not see for the moment the alternative, but what I do say is this. I can see a change in Russia itself—a change from the wild, extravagant Communism of a year or two years ago, or even a few months ago. There is a recognition which is a very significant one for everybody in this country that, taking human nature as it is, that system is an impossible one. (Cheers.) It is a full of moment: it is full of spirit; it is full of instruction. I never credit everything that comes even from the Bolsheviks.

[Continued at foot of next column.]

AUSTRALIA'S FINANCES.

COMMONWEALTH TREASURER'S REVIEW.

Federal and State Finances" was the

subject of an address given by the Commonwealth Treasurer (Sir Joseph Cook) at the National Club luncheon at Sydney on February 23rd. In the course of his address he said the estimated revenue for the Commonwealth for the present financial year was £33,333,000, and for the States £30,100,000, making a total of £143,533,000. This was a revenue of £29,174,141 per head of population, 218 5s. 6d. off being derived from taxation; the remainder from post office, railways, and any other services. The expenditure estimated out of revenue was, for the Commonwealth, £28,879,000, and for the States £20,111,000. Out of loan the Commonwealth expenditure was estimated at £29,992,000, and the States at £23,750,000, making a grand total of £217,725,000.

In comparison with other countries, the taxation per head of population in Australia is low, said Sir Joseph Cook. It is £19 10s. 6d. per head, as against New Zealand's £19 10s. 6d., and the United Kingdom's £23 7s. 6d. Sir Joseph Cook said the activities of all the Governments in the matter of business undertakings were being continually extended beyond purely governmental functions, and now embraced many public utilities. If the figures involved in these business enterprises were excluded the purely governmental cost would not assume such large proportions as to justify the very severe criticisms passed upon it. In New South Wales, for instance, while the Government expenditure for seven months of this financial year totalled £6,500,000, business undertakings cost £8,000,000 and interest £4,100,000. The Commonwealth Government, he proceeded, "is acting on the best advice it can obtain. At the present time there is no unanimity amongst the nations to reduce the armies and navies. Within our means preparedness must be the slogan in the present unsettled state of the world."

The decreased purchasing power of money, he said, had a marked effect upon all business, both Government and domestic, added to which were increased wages, higher cost of material, and demands from all over the country for increased services. Among those who called for economy the cry usually was that it should be the other fellow who should do the retrenching. The true loan indebtedness of the Commonwealth was about £28,000,000, and of the States about £408,000,000. In addition there were municipal loans of about £20,000,000. He still hoped, he said, that a joint commission to manage both Commonwealth and State debts, and arrange future loans, would be agreed upon. "If a joint Australian debt of £143 per head," Sir Joseph Cook added, "carries with it a burden of interest and sinking which if increased at too great a rate, would be more than can be reasonably borne by the taxpayers. There need be no fear for the future prosperity of this country. Strikes must cease, mutual concessions between employer and employee, and producer and consumer, would help to utilise in a most profitable manner the means which have been so bountifully bestowed upon Australia."

How about Russia; but read the wireless telegrams which come from Moscow, which are all censored, and which indicate, not exactly what the Bolshevik Government means, but what it intends other people to believe about it. Yet got there the most remarkable declarations which indicate a complete change in the attitude of the Bolshevik Government towards private enterprise, towards commercial effort, towards nationalisation. Lenin, the head of the Government, which might very well have been delivered by my right hon. friend the Secretary of State for the Colonies (laughter)—and quite recently he has delivered speeches which, if they had been delivered in a trade union meeting, he would not have been allowed to go on with. (Laughter.) The things he has said about the desirability of getting capital into Russia, of inducing the private capitalist to put in his enterprise, his money, and his effort, and also about you not being able to do it unless you give him suitable reward—I wish he would deliver that at the Trade Union Congress. (Laughter.) I am not a League—it would not be a League. Property to circulate Lenin's speech, here as an antidote to the propaganda of the Labour party. (Laughter.) Why all this? Because he begins to realise that he has got to trade. He thought he could run this upon some kind of a revolution, famine, his railways completely out of repair. You cannot patch up locomotives with Karl Marx's doctrines. (Loud laughter and cheers.) And it was worth while making the experiment in order to prove that. (Hear, hear.) We all knew it. My hon. friend opposite, they did not understand it. (Laughter.) That is one of the advantages of this trade agreement. (Hear, hear.) Some of my hon. friends behind me think that this is shaking hands with these robbers. I am sure simply converting them. (Hear, hear, and laughter.) This is the gentle process of instruction that has been going on. It is a kind of Bolshevism—(loud laughter and cheers)—of converting these animals, as my hon. friend described them, into honest, sober citizens. By and by he will find that Lenin is a man after his own heart, if he has only a little patience, if he does a little business with him, a little interchange of commodity to Russia, to put an end to their wild schemes. They are very able men. I have never doubted it for a moment. The one thing that proves they are able men is that they are giving up all these doctrines, and my only appeal is that members opposite of the Labour party should follow their example. (Cheers and laughter.)

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DARK MYSTERY OF THE EAST. THENCE COME THINGS GOOD AND EVIL.

H. D. Marriott-Watson, writing in a home paper, says:—

One of the most interesting problems in this world is the question of orientation. Churches face the East, and all progress goes West. It is strange, if you come to look at it, that all our ills and all our blessings come from the East. In there any mystic virtue in the Orient? Doctors inform us, and men of science, that all the deadly plagues that have afflicted Europe had their origin in the East—typhus, cholera, the Black Death, for example, and even deadlier evils.

If there is any new disease it will surely come from the East, its influence depended on us in that way. Now the inquiring philosopher will naturally ask, "Why?"

Let us take the other side of the shield. All our religions have come from the East. Incidentally, let us recall that Mr. Wells, in his illuminating history, pointed out the odd fact that the religion of the East, Buddhism, was the product of the Aryan race, whereas the religion of the West was the product of the East. But for good or ill, the East has been the breeding place of our movements.

Where do we get most of our fruits from? From the East. All our fruit trees were originated in the East. Even our pleasant and many of our fowls come from the East. I suppose it was because some one recognised this main fact long ago that turkeys were given their name. Turkeys come, as a matter of fact, from America, but 300 years ago some one must have supposed they came from the East, and dubbed them turkeys.

WHY ALWAYS THE EAST?

The mystery of the East is insoluble. We are orientated always, whether we know it and like it or not. It is held on good grounds that all civilisation derived from the East. The theory is that the conquering Aryan race burst its bonds in Central or Northern Asia, and went southward to India and Persia, westward to Europe. The conquering race settled in colonies in Greece, in Italy, by the shores of the Mediterranean, and gave language and culture to the occidental world, which had been previously peopled by savages from Africa.

But we must not forget a later arrival than these, to which we in these islands owe our origin. The Gothic invasion succeeded the Celtic, both of the same Aryan or Nordic blood, and naturally in those days they set upon each other. But the two strains of the same race blended, and produced our British race. There was an autochthonous race in the islands before, but they were partly absorbed. The remains are to be found in Wales and Ireland. These were neolithic people, but I believe that ethnologists call them Iberians.

After all, the puzzle remains. Why does everything come from the East? Is it the swirl of the earth westward? Is it the sun? Is it the moon? Or is the solution to be found in the infinite studies of space?

No one can tell. The dawn of civilisation was in the East, the cradle of our religious and of our culture. In the older days men looked from the western world towards the rising sun, whence came spices and gems and all precious things, and from which also came death.

Proter John lived and reigned in the Far East, and beyond also were the Cyclopes of Cathay. What is the explanation?—Ex Orient Lux!

A "BOOM" IN MARRIAGES.

The Ministry of Health made the following statement to a news agency:—

"During 1920 nearly 400,000 couples were married in England and Wales, a considerable increase on 1919, which had beaten all previous records. Of the extent of the 'boom' in matrimony one may get some idea when it is remembered that for the three years preceding the war the annual average was only 280,000. Indeed, the 300,000 mark has only been passed twice—in 1910 and in 1915—when, owing to the cry of 'single men first,' the marriages in the latter half of the year went up with a sudden bound and eclipsed all previous figures.

Signs are not wanting, however, that the crest of the matrimonial wave has passed. Nuptiality, as it is termed by some statisticians, apparently reached its apex in the summer of last year, for the figures for the last quarter are decidedly lower than they were in both 1915 and 1918. It is a well-established rule now, days that there are fewer marriages in the winter than in the summer months; but this notwithstanding it seems probable that 1920 will hold the matrimonial record for many years to come."

PUBLIC SCHOOL SLANG.

Can it be possible (writes "Old Rug" in the *Morning Post*) that the slang of to-day, which has been handed down by tradition, is really a Mid-Victorian production? Tom Brown, who had a few phrases chiefly denoting names of places, would be as puzzled to-day as the ordinary new "Man" at Rugby if told to "fug out" (clean) a study, or get some "tollies" (candles). The noun "fug" is used for a biscuit and also a flowery atmosphere. The house-servants, as a correspondent has pointed out, are sometimes called "Blosses," which is also the Rugby name for louts in other houses. The "Blosses" go by different names, e.g., "Jerries," "Bilhamms," "Joos." Other words are "tosh" and "tosh" (light), "refreshments," and "tosh" (dash), "crook" (or thwart). By the way, your previous Rugby correspondent refers to "Hugbings" as "boys," which, seeing that we were always "Men" at Rugby, is inclined to make an O.R. "cheese" (grin).

I detect the idea that women should be mere dolls and playthings. Field Marshal Sir William Robertson.

Love your neighbour is not merely sound Christianity; it is good business.—Mr. Lloyd George.

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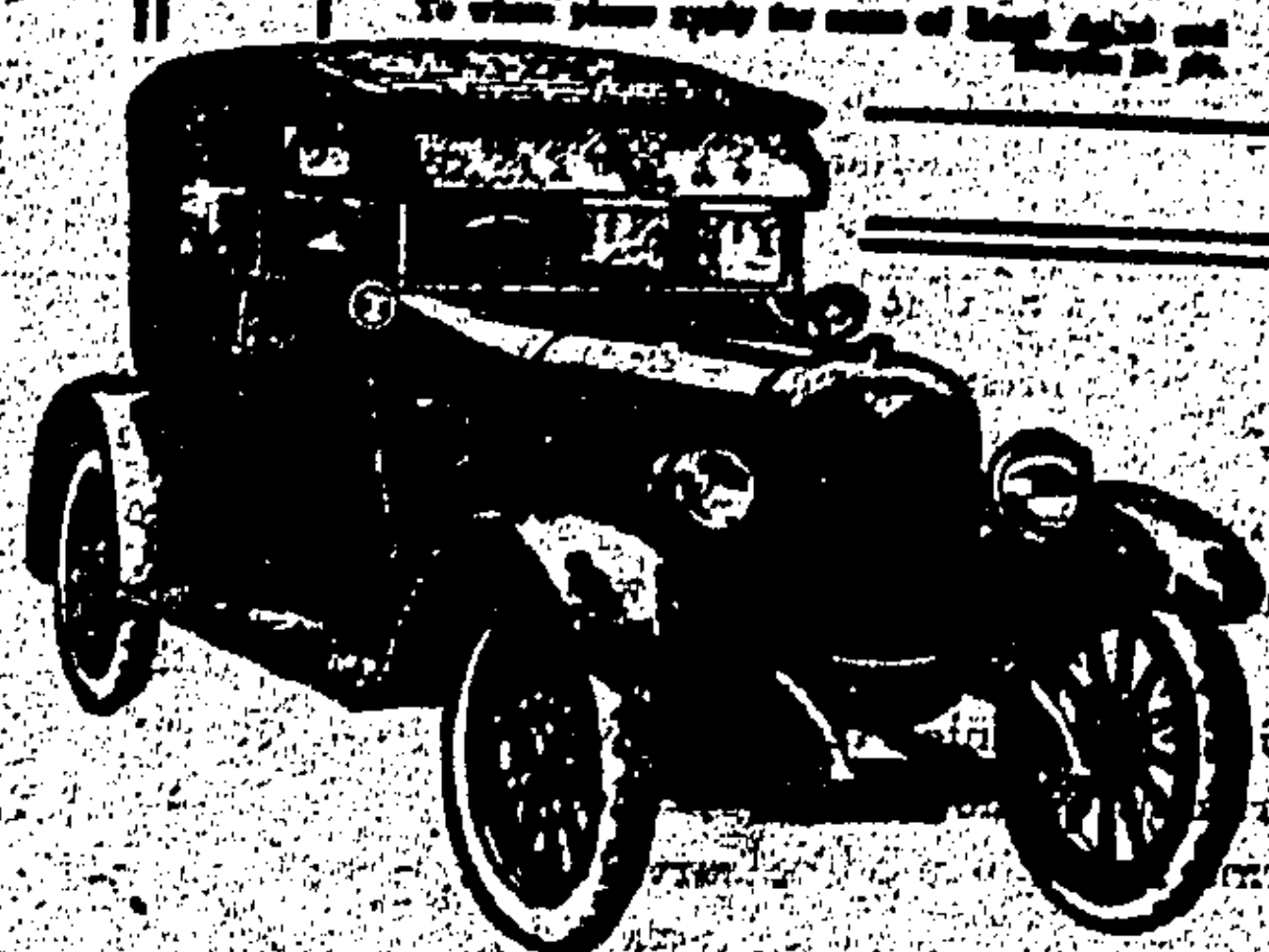
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THERAPION No. 2



Cuticura For All Skin Irritations

Bathe with Cuticura Soap and hot water to free the pores of impurities and follow with a gentle application of Cuticura Ointment to soothe and heal. They are ideal for the face, as is also Cuticura Talcum for perfuming.

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SHIPPING NEWS

ARRIVALS.

April 27th.
Atsuta Maru, Japanese str., 4,980 tons, Capt. S. Murazumi, from Singapore, with a general cargo.—Order.
Atsuta Maru, Japanese str., 1,285 tons, Capt. Shintani, from Saigon, with rice.—Y. Sato & Co.
Haiching, British str., 1,257 tons, Capt. Stewart, from Swatow, with a general cargo.—D.L. & Co.
Halvard, Norwegian str., 1,008 tons, Capt. Johannesson, from Bangkok, with a general cargo.—Kin Tye Loong.
Heikien Maru, Japanese str., 1,915 tons, Capt. Motomura, from Saigon, with rice.—M.R.K.
Kasio Maru, Japanese str., 2,015 tons, Capt. Nomura, from Keelung, with a general cargo.—O.S.K.
Kan Fung Fat, Chinese str., 445 tons, Capt. A. Noronha, from Hoihow, with a general cargo.—Globe Nav. Co.
Komogata Maru, Japanese str., 1,750 tons, Capt. K. Katayama, from Canpud, with lime stone.—Lapicque.
Kueichow, British str., 1,290 tons, Capt. R. Ritchie, from Canton, with a general cargo.—B. & S.
Malacca, Japanese str., 5,373 tons, Capt. H. Tsuruhashi, from Singapore, with a general cargo.—Order.
Pravidence, Norwegian str., 693 tons, Capt. Ull, from Newchwang, with a general cargo.—K. Larsen.
Soochow, British str., 1,564 tons, Capt. Davies, from Canton, with a general cargo.—B. & S.
Taga Maru, Japanese str., 1,477 tons, Capt. Nakamura, from Canton.—Y. Sato & Co.
Tai Sang, British str., 1,534 tons, Capt. F. C. Purkins, from Amoy, with a general cargo.—J.M. & Co.
Tjilising, Dutch str., 3,961 tons, Capt. P. Lemes, from Batavia, with sugar.—J.C.J.L.

CLEARANCES.

April 27th.
Atsuta Maru, for Shanghai.
Changsha, for Manila.
Dilwara, for Shanghai.
Empress of Russia, for Shanghai.
Haiching, for Swatow.
Hany Chow, for Shanghai.
Hsinang, for Sandakan.
Japan, for Amoy.
Kashio, for Peking.
Kan Fung Fat, for Canton.
Malacca Maru, for Kobe.
Pravidence, for Canton.
Soochow, for Shanghai.
Takuma Maru, for Amoy.
Treite, for Singapore.
Van Oon, for Swatow.

PASSENGERS.

ARRIVALS.

Per s.s. **Kaijo Maru**, on April 27th:—
 Mr. A. R. Whibley.
 Per s.s. **Atsuta Maru**, on April 27th:—
 Mrs. M. A. de Trafford.
 Per s.s. **Haiching**, on April 27th:—
 Dr. Mrs. and Miss Dewey, Mr. Wilson, Miss Barron, Mr. Adams, Mr. Thompson.

DEPARTURES.

Per s.s. **Devanha**, on April 27th:—
 Mr. W. O. Hamilton, Mr. R. Barry, Mr. E. Lodge, Mr. S. E. Joyce, Mr. J. A. Miller, Mr. A. E. Leggett, Mr. W. Verbaan, Mr. E. A. Culling, Mr. R. C. Cough, Mr. G. Taylor, Mr. P. Fautney, Mr. J. Magri, Mr. J. Attard, Mr. McIntyre, Mrs. H. Smith, Miss Tillig, Mr. Cornaby, Mr. Baker, Mr. Keith, Mr. and Mrs. Johnston, Miss J. D. Johnston, Mrs. Hamilton, Master R. Hamilton, Miss M. Hamilton, Mr. and Mrs. Ford, Capt. Dathan, General and Mrs. H. G. Young, Col. and Mrs. Young, Miss Young, Mrs. Bowen, Pay-Lieut. Thompson, Mr. Padbrook, Mr. E. M. Reid, Surg-Lieut. Com. Preston, Rev. P. Fin, Pay-Lieut. Com. G. L. Simmons, Lieut. B. H. D. Lane, Lieut. Hunt, Lieut. Dockson, Lieut. D. K. Bain, Lieut. F. W. Jeans, Lieut. Woodhall, R.M.L.L. Mr. Liddel, Mr. W. Howell, Mr. Gow, Capt. and Mrs. Hunsig, Mr. and Mrs. Vidal, Commander F. W. Bennett, Mrs. Rapson, Master Rapson, Mr. and Mrs. A. B. Lowe, Miss K. Lowe, Miss H. M. Macdonald, Miss E. M. Lowe, Mr. and Mrs. Wheeler, Mrs. Britton, Sergt. Com. Hoel, Commander Melkown, Colonel Walker, Pay-Chm. Spriggs, Eng. Com. Archard, Capt. and Mrs. Arthur, Miss D. Arthur, Miss B. Arthur, Mr. W. Jones, Mr. W. J. Hayward, Mr. T. H. Gamble, Mr. T. Edwards, Mr. F. Perron, Mr. B. Le Boquet, Mr. P. Taylor, Mr. J. Skerring, Mr. Airoy, Mr. L. J. Frances, Mr. W. T. Abbott, Mr. A. A. Lawes, Mr. J. H. Switzer, Mr. J. Taylor, Mr. W. Bryce, Mr. J. Leach, Mr. C. S. Morris, Mr. F. Cringle, Mr. C. J. Smith, Mr. J. Hallen, Mr. R. Kershaw, Mr. C. W. Aldis, Mr. H. Inchbold, Mr. G. Gherstone, Mr. C. P. Jones, Mr. W. S. Horlock, Mr. A. C. Grant, Mr. F. E. Langston, Mr. W. H. Tidswell, Mr. T. Waldon, Mr. E. C. Price, Mr. F. Robins, Mr. C. T. King, Mr. F. Hardstone, Mr. R. Weir, Mr. A. Nash, Mr. A. Bussell, Mr. Harton, Mr. C. Sterling, Mr. J. F. Hainan, Mr. J. A. Mulcahy, Mr. R. S. Ward, Mr. R. Pennington, Mr. F. W. Harper, Mr. H. Molins, Mr. W. Foster, Mr. J. H. Bell, Mr. A. Kitchin, Mr. F. W. Lock, Mr. T. Harris, Mr. J. Wynn, Mr. W. T. Tait, Mr. G. Hammond, Mr. E. Myers, Mr. J. Featherstone, Mr. E. A. Kerby, Mr. J. O'Leary, Mr. W. Isaac, Mr. A. Dyke, Mr. A. Lander, Mr. J. Rowe, Mr. W. Lovergan, Mr. Cowthard, Mr. C. French, Mr. Thatcher, Mr. Williams, Mr. J. W. Hudson, Mr. A. J. Saunders, Mr. E. J. Abbott, Mr. E. J. Miller, Mr. A. Harper and Mr. W. Osmond.

SHIPPING MOVEMENTS.

The s.s. **Bowen Castle** from New York via ports to Hongkong arrived at Kobe on April 24th, and was due to sail for Hongkong on the 28th.

The s.s. **Mangolian Prince** is expected to arrive here from Shanghai on April 30th, at daylight.

The O.M. s.s. **China** sailed from Shanghai on April 28th, and may be expected to arrive at Hongkong at noon to-day. She will sail for Singapore on April 30th, at 3 p.m.

The P. & O. Co.'s s.s. **Soudan** left Shanghai for this port on April 28th, at 1.30 p.m., and is due here on April 29th, at about 2 p.m.

The N.Y.K. s.s. **Hakata Maru** (Bombay line) left Kobe for this port on April 28th, and is expected here on May 2nd.

VESSELS EXPECTED.

Aberdeen (Admiral line), from Shanghai, due May 3rd.
Hellerophon (Blue Funnel line), due May 18th.
Bowen Castle (Barber line), Dodwell & Co., agents, from New York, due May 12th.
Edmore (Admiral line), from Shanghai, due May 23rd.
Farquhar (Blue Funnel), due April 30th.
Hector (Blue Funnel), due May 1st.
Inaba Maru (N.Y.K.), from Japan, due April 28th.
Kaga Maru (N.Y.K.), from London for this port, due May 25th.
Kirin Maru (N.Y.K.), from Calcutta, due May 10th.
Lima Maru (N.Y.K.), from Hamburg, due April 28th.
Malacca Maru (N.Y.K.), from Calcutta, due April 28th.
Matsuyama Maru (N.Y.K.), from Dairen, due April 28th.
Maroon (Blue Funnel), due May 8th.
Shidzuoka Maru (N.Y.K.), due May 13th.
Wenatchee (Admiral line), due May 1st.

WEATHER REPORT.

April 27th, at 11.35.—Pressure has decreased considerably at Weihaiwei; other changes are slight. The depression remains over Tongking.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.34 inches against an average of 10.82 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction	Forecast
Hongkong to Gap Rock	(S. winds, moderate to fresh; fair)
Formosa Channel	(The same as No. 1.)
South coast of China between Hongkong and Lamook	(The same as No. 1.)
South coast of China between Hongkong and Hainan	(The same as No. 1.)

CHINA COAST METEOROLOGICAL REGISTER.

APRIL 28th, 1921.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Wind Direction	Force	Weather
Vladivostok	5 a.m.	30.08	42	—	—	0	—
Nagasaki	5 a.m.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokyo	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishigakijima	—	—	—	—	—	—	—
Bonin Island	—	—	—	—	—	—	—
Wotho	—	—	—	—	—	—	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Quartz	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Taihoan	—	—	—	—	—	—	—
Taichow	—	—	—	—	—	—	—
Tainan	—	—	—	—	—	—	—
Koshun	—	—	—	—	—	—	—
Pescadore	—	—	—	—	—	—	—
Canton	—	—	—	—	—	—	—
Hongkong	—	—	—	—	—	—	—
Gap Rock	—	—	—	—	—	—	—
Macko	—	—	—	—	—	—	—
Wichow	—	—	—	—	—	—	—
Hohow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phukien	—	—	—	—	—	—	—
Tourane	—	—	—	—	—	—	—
Cape James	—	—	—	—	—	—	—
Apurri	—	—	—	—	—	—	—
Dagupan	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Iloilo	—	—	—	—	—	—	—
Surigao	—	—	—	—	—	—	—
Guam	—	—	—	—	—	—	—
Isabon	—	—	—	—	—	—	—

1. Barometer, reduced to 32 degrees Fahrenheit, on the level of the sea in inches tenths and hundredths.
 2. Temperature, in the shade, in degrees Fahrenheit.
 3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
 4. Direction of Wind, to two points.
 5. Force of Wind, according to Beaufort Scale.
 6. State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q equal, r rain, s snow, t thunder, v visibility, w dew wet.
 7. Rain, in inches, tenths and hundredths.

T. F. CHARTER, Director.

C.P.O.S.

SAILINGS.

HONGKONG TO VANCOUVER

via Shanghai, Nagasaki, (Moj), Kobe & Yokohama

Steamer	From Hongkong	Vancouver
EMPEROR OF RUSSIA	Apr. 28	May 18
EMPEROR OF JAPAN	May 17	June 7
EMPEROR OF ASIA	May 28	June 13
EMPEROR OF RUSSIA	June 14	July 8
EMPEROR OF RUSSIA	June 23	July 11
EMPEROR OF JAPAN	July 7	July 28
EMPEROR OF ASIA	July 21	Aug. 8
EMPEROR OF RUSSIA	Aug. 18	Sept. 5
EMPEROR OF RUSSIA	Aug. 23	Sept. 16
EMPEROR OF JAPAN	Sept. 30	Oct. 11

Passengers to Europe are strongly urged to disembark at the first port of call, and to proceed by the fastest route to their destination. The Atlantic route is the most direct, and the most comfortable, and the most economical. The Atlantic route is the most direct, and the most comfortable, and the most economical. The Atlantic route is the most direct, and the most comfortable, and the most economical.

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For SAN FRANCISCO via SHANGHAI, JAPAN PORTS AND HONOLULU

AMERICAN STEAMERS

"EQUADOR" ... Sailing May 16th.
 "COLOMBIA" ... Sailing June 11th.
 "GOLDEN STATE" ... Sailing July 4th.

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Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

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Freight Only

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For SINGAPORE, PENANG, RANGOON AND CALCUTTA.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tsingtau, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bazaar, Marseilles, Barcelona, the Cape, Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

To NEW YORK & BALTIMORE

To VANCOUVER & SEATTLE (via MANILA)

"West Ison" ... 25th May

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)

"West Ison" ... 29th April

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for—

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE—1st floor, Powell's Building, 13, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and

NEW YORK

S.S. "MONGOLIAN PRINCE" ... 30th April, (via Soer.)

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.

St. George's Building.

Telephone 3165. Telegrams "Turnpina."

1188

NOW ON SALE.

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or

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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
↑ FRESIA MARU	20,000	May 14th
↑ TAIYO MARU	22,000	May 28th
↑ SIBERIA MARU	20,000	June 10th
↑ TENYO MARU	22,000	June 24th
↑ KOREA MARU	20,000	July 1st

↑ Calling at Dairen instead of Nagasaki.

; Omitting Shanghai

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, Hilo, SAN FRANCISCO, SAN PEDRO, SALINA

CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BURENO ALBES.

STEAMERS	TONS	LEAVE HONGKONG
SEIKO MARU	14,000	May 18th
BAKUJO MARU	17,500	June 10th
CHORO MARU	—	July 11th

* Cargo only

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building.

Tel. Nos. 2574 & 2575

Agents at Canton:

Messrs. T. H. GRIFFITH, LTD.

(34)

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
18,000 Tons	11,000 Tons	10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" S.S. "NANKING" S.S. "NILE"

May 18th June 15th July 18th

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING" June 4th

SAILING FROM

HONGKONG for SINGAPORE

S.S. "CHINA" S.S. "NILE"

April 30th June 25th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURREIDGE, FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, 105 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, ZIMBABWE, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipments at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, ROTTERDAM & HAMBURG

s.s. "KASENGA" ... 6th May.

LONDON, ROTTERDAM & HAMBURG

s.s. "KATUNA" ... 26th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to undersigned.

THE BANK LINE, LTD.

or to Messrs & Co., Canton.

General Agents.

NEW YORK DIRECT

Joint Service of the

'BLUE FUNNEL' LINE

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

BOSTON & NEW YORK s.s. "CITY OF DUNKIRK" ... 30th Apr
 — do — s.s. "KNIGHT COMPANION" ... 19th May
 — do — s.s. "CITY OF SHANGHAI" ... 16th June

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD. HONGKONG
HONGKONG AND CANTON REISS & CO., CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

SHANGHAI ... "BOOCHOW" ... On 28th April, Noon.
 WUHSIATWAI, CHEKOO & TIENTSIN ... "KUEICHOW" ... On 28th April, 4 P.M.
 WUHSIATWAI, CHEKOO & TIENTSIN ... "HUCHOW" ... On 30th April, 4 P.M.
 SHANGHAI & TIENTSIN ... "CHENAN" ... On 30th April, 4 P.M.
 SHANGHAI & BANGKOK ... "KANGCHOW" ... On 3rd May, 10 A.M.
 AMOY, SHANGHAI & FUKOW ... "SINKIANG" ... On 3rd May, Noon.
 SHANGHAI ... "SUNNING" ... On 5th May, Noon.
 HOIHOW, PAKHOI & H'PHONG ... "KAIFONG" ... On 8th May, 10 A.M.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Appliances and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"JAICHING" ... Capt. A. H. Stewart | SATURDAY, April, 30th, at 2 P.M.
 "BAILOONG" ... Capt. W. Cooper | TUESDAY, May, 3rd, at 12 Noon.
 * Calling at Swatow for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Kake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SOUVAN"	7,000	30th Apr. 11 A.M.	Marseilles, London & Antwerp
"DILWARA"	5,373	10th May	Singapore, Colombo & Bombay
"NAGOYA"	7,000	13th May	Marseilles, London & Antwerp
"PLASSY"	7,348	11th June	do.
"DELTA"	8,000	24th June	do.

BRITISH INDIA APCAR SAILINGS (South)

"TAKADA"	7,000	9th May	Calcutta via S'pore, Pang & Rangoon
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EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	6th May	Sandakan, Thursday Island
"ST. ALBANS"	6,000	26th May	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,000	28th Apr. 9 A.M.	Amoy, Shanghai & Kobe
"PIASSY"	7,348	30th May	Shanghai only.
"ST. ALBANS"	6,000	7th May	Japan direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
 1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
 Steamers and Sailing dates are liable to be cancelled or altered without notice.
 Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Handbooks, etc., apply to
 MACKINNON, MACKENZIE & CO., Agents.
 22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

"ATLAS MARU" ... Saturday, 14th May.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"CHICAGO MARU" ... Sunday, 16th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Saturday, 30th April.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Sunday, 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

via Shanghai and Japan—Regular fortnightly passenger service reaching at

intermediate ports in Japan, taking cargo to OVERLAND POINTS U.S. in con-

nection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Thursday, 26th May.

NEW YORK via SUEZ—Regular monthly service via Japan Ports, San Francisco

Panama and Colon Ports.

"SUMATRA MARU" ... Tuesday, 31st May.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" ... Tuesday, 31st May.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"KAISO MARU" ... Sunday, 1st May.

TAKAO via SWATOW & AMOY ... Thursday, 6th May.

For sailing dates and further particulars please apply to—

Y. YAMADA, Manager, No. 1, Queen's Building, (20)

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia, Lv. Hongkong for Australia

"CHANGSHA" ... 26th April, 11 A.M.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply

of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light

Fittings and Electric Fans in the State-Rooms. A daily mail is carried. Twelve

Fitted Fares. Cargo booked through to all Australian, New Zealand & American Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

S.S. "WENATCHEE" For MANILA ... Sailing May 3rd.

For VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S. "CROSSKEYS" Freight only April 19th ... May 21st.

S.S. "WENATCHEE" ... May 14th ... June 3rd.

S.S. "EDMORE" Freight only May 24th ... July 10th.

S.S. "WENATCHEE" ... July 25th ... Aug. 16th.

S.S. "KEYSTONE STATE" ... Aug. 3rd ... Sept. 12th.

S.S. "ABERCOS" For MANILA ... Sailing May 23rd.

For PORTLAND DIRECT

(Calling Kobe & Yokohama).

S.S. "MONTAGUE" Freight only April 29th ... June 4th.

S.S. "ABERCOS" calling at Shanghai & Japan Ports Sailing June 2nd.

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON—SINGAPORE—SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

LAKE FARRAR ... May 2nd.

LAKE ONAWA ... May 19th.

Through bills of lading issued to all United States, Pacific Coast and

Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE.

5th Floor, HOTEL MANSIONS BUILDING.

Tel. All: ADMIRALINE

Telephones 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WYTHEVILLE" ... to NEW YORK ... May 4th.

S.S. "WINYAH" ... to NEW YORK ... June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.

THE ADMIRAL LINE.

TELEPHONE

AGENTS

5th Floor

2477 & 2478.

HOTEL MANSIONS.

[75]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DEPARTURE SAILING DATES

SHANGHAI, KORE & YOKOHAMA ... "ANDRE LEBON" 20,900 ... On or about 29th April.

PARIS, LONDON, SAIGON, SINGAPORE, COLOMBO, DIEPOT, SUEZ ... "AMAZON" 11,000 ... On or about 10th May

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSCH.

Agent, Queen's Building.

Telephone 74

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" ... May 3rd.

"HWAH PING" ... May 13th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents, 115, Queen's Road Central.

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Tel. 2307

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Chenai	28th inst.
STRAITS	Malacca Maru	28th inst.
JAPAN and SHANGHAI	Ima Maru	28th inst.
STRAITS	Lima Maru	28th inst.
T.S.A. and SHANGHAI	China	28th inst.
SEACON	Andre Lebon	28th inst.
SHANGHAI	Sinkiang	28th inst.
SHANGHAI	Nankai	28th inst.

OUTWARD MAILS.

FOR	PER	DATE
Amoy, Shanghai, North China, and Japan	Japan	Thursday, 28th, 8.00 A.M.
Shanghai, N. China and Japan	Atsuta Maru	Thursday, 28th, 8.00 A.M.
Philippine Islands, Sandakan Australia and New Zealand, via Thursday Island	Changsha	Thursday, 28th, 8.45 A.M.
Shanghai and North China	Soochow	Thursday, 28th, 10.00 A.M.
STRAITS, NORTH CHINA, JAPAN, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via VANCOUVER, B.C.	Empress of Russia	Thursday, 28th, 10.45 A.M.
Japan	Honolulu Maru	Thursday, 28th, 2.00 P.M.
Wahaiwei, Chooan and Tientsin	Kueichow	Thursday, 28th, 4.00 P.M.
Swatow, and Quinon	Georgia	Thursday, 28th, 4.00 P.M.
Swatow	Hydrangea	Thursday, 28th, 4.00 P.M.
Swatow, Shanghai and N. China	Wingwang	Thursday, 28th, 5.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez, and EUROPE	Imba Maru	Friday, 29th, 8.45 A.M.
Philippine Islands	Longsane	Friday, 29th, 2.00 P.M.
N. China, and North China	Hopewell	Friday, 29th, 5.00 P.M.
STRAITS, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez, and EUROPE	Sandao	Saturday, 30th, 8.45 A.M.
Swatow, Amoy and Fochow	Huiching	Saturday, 30th, 1.00 P.M.
Straits, and Bangkok	Chiao	Saturday, 30th, 2.00 P.M.
Shanghai, and North China	Yatshing	Saturday, 30th, 2.00 P.M.
Wahaiwei, Chooan and Tientsin	Chenai	Saturday, 30th, 3.00 P.M.
Swatow, Shanghai and N. China	Huichow	Saturday, 30th, 3.00 P.M.
Swatow and Bangkok	Kuonang	Saturday, 30th, 5.00 P.M.
Batou	Suiching	Sunday, 1st, 9.00 A.M.
Swatow, Amoy and Keelung	Kiao Maru	Sunday, 1st, 9.00 A.M.
Swatow, Straits and Bangkok	Changshou	Monday, 2nd, 9.00 A.M.
Swatow and Bangkok	Kanchow	Tuesday, 3rd, 9.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez, and EUROPE	Pyrrhus	Tuesday, 3rd, 11.00 A.M.
The Parcel Mails will be closed on Monday, May 2nd, at 5 p.m.		
Swatow, Amoy, and Fochow	Hai Loong	Tuesday, 3rd, 11.00 A.M.
Amoy, Shanghai and North China	Sinkiang	Wednesday, 4th, 8.00 A.M.
Hothow and Hainan	Lakatos	Thursday, 5th, 11.00 A.M.
Shanghai, and North China	Kaifeng	Friday, 6th, 9.00 A.M.
Amoy, Fochow and Hainan	Tsing	Wednesday, 18th, 3.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"PYRRHUS"	3RD MAY	London, Amsterdam & Antwerp.
"DEMODOCUS"	22ND MAY	London, Amsterdam & Antwerp.
"AGAPENOR"	24TH MAY	London, Amsterdam & Hamburg.
"MACHAON"	14TH JUNE	London, Rotterdam & Hamburg.
"ANCHISES"	21ST JUNE	London, Amsterdam & Hamburg.

LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS).

"ANTIOCHUS"	3RD MAY	Genoa, M'les, L'pool & G'gow.
"TYDEUS"	17TH MAY	Havre, Liverpool & Glasgow.
"EURYADES"	9TH JUNE	Genoa, M'les, L'pool & G'gow.
"BELLEROPHON"	24TH JUNE	Genoa, M'les, L'pool & G'gow.

PACIFIC SERVICE (VIA KOBE AND YOKOHAMA).

"PROTESILAUS"	4TH MAY	Victoria, Seattle & Vancouver.
"TEUCER"	25TH MAY	Victoria, Seattle & Vancouver.
"TALTYBIUS"	15TH JUNE	Victoria, Seattle & Vancouver.

NEW YORK SERVICE (VIA BUREAU OF PANAMA).

"KT. COMPANION"	16TH MAY	via Suez.
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HOMEWARD PASSENGER SERVICE

"PYRRHUS"	3RD MAY	for London.
"ANCHISES"	21ST JUNE	for London.
"MENTOR"	12TH JULY	for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE, AGENTS.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 27th.

Previous Day	On Date	On Date	On Date
at 5 p.m.	at 6 a.m.	at 3 p.m.	at 10 p.m.
Barometer	29.78	29.77	29.76
Temperature	81	78	84
Humidity	77	86	73
Wind Direction	SEB	South	South
Force	3	2	4
Weather	0	0	0
Rain	0	0	0

Highest on-air Temperature on 27th: 81.
Lowest on-air Temperature on 27th: 77.

HONGKONG TIDE TABLE.

From April 28th to May 4th, 1921.

Day	Week	HIGH WATER		LOW WATER	
		Time	Height	Time	Height
Thur	28	h. m.	ft. in.	h. m.	ft. in.
		11. 0	4. 0	5. 59	3. 8
Fri	29	No info.	high	nor low	water
		0. 51	6. 7	0. 59	2. 1
Satur	30	No info.	high	nor low	water
		2. 14	6. 4	10. 56	2. 2
Sun	1	m. 8.40	4. 5	m. 10.34	4. 3
		3. 51	5. 2	11. 44	3. 1
Mon	2	m. 8.6	4. 8		
		5. 18	5. 1	0. 14	3. 0
Tues	3	m. 7. 5	5. 0	0. 23	2. 1
		6. 18	5. 3	0. 44	3. 4
Wed	4	m. 7. 17	5. 4	0. 57	3. 1
		7. 9	5. 5	1. 20	3. 8

COMMERCIAL.

OPENING QUOTATIONS.

April 27th.	
On LONDON—	
Telegraphic Transfer	3/8
Bank Bills, on demand	3/8
Bank Bills, at 30 days sight	3/8
Bank Bills, at 4 months sight	3/8
Credit, at 4 months sight	3/8
Documentary Bills, at 4 months sight	3/8
On PARIS—	
Bank Bills, on demand	69 1/2
Credit, at 4 months sight	700
On NEW YORK—	
Bank Bills, on demand	49 1/2
Credit, at 60 days sight	52 1/2
On BOMBAY—	
Telegraphic Transfer	192
Bank Bills, on demand	192
On CALCUTTA—	
Telegraphic Transfer	192
Bank Bills, on demand	192
On SHANGHAI—	
Bank Bills, at sight	101 1/2
Private, 30 days sight	101 1/2
On YOKOHAMA—	
On demand—	108 1/2
On SINGAPORE—	
On demand—	141
On BATAVIA—	
On demand—	nom.
On HONGKONG—	
On demand—	83 1/2
On SINGAPORE—	
On demand—	48 60
Gold Loan 100 fine, per oz.	34 1/2
Silver per oz.	34 1/2

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920. [9]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1912.)

Authorized Capital ... \$80,000,000.00
Paid-up Capital ... 12,279,800.00
Reserve Funds ... 7,750,028.00

HEAD OFFICE—PEKING

HONGKONG BRANCH—20-21, Canton Road Central Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:

For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

TSUYEE PEI, Manager.

Hongkong, February 7th, 1921. [73]

BANQUE INDUSTRIELLE DE CHINE. (FRENCH BANK.)

Subscribed Capital ... Frs. 150,000,000
Paid-up Capital ... Frs. 75,000,000
Reserve Funds ... Frs. 60,000,000
Deposits ... Frs. 885,000,000

The Chinese Government Owns one-third of the Capital.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:

Hongkong, Hankow, Yunnanfu, Shanghai, Peking, Vladivostok, Canton, Fochow, Tientsin, Hankow, Yokohama, New York, London, Antwerp, Bordeaux, Tientsin, Pnom-Penh, Batavia.

BANKERS:

In FRANCE: Société Générale pour favoriser le développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank, Ltd.

In SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French Exchange.

M. MONTARGES, Manager.

Hongkong, January 20th, 1921. [56]

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.

HEAD OFFICE—LONDON.

Paid-up Capital ... \$2,000,000
Reserve Funds ... \$3,000,000
Reserve Liability of Proprietors ... \$3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS—open and FIXED DEPOSITS—received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.

Hongkong, March 20th, 1921. [50]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital ... \$15,000,000
Reserve Funds ... \$2,500,000
Silver ... \$1,500,000
Reserve Liability of Proprietors \$15,000,000

Court of Directors:

G. T. M. ELLIS, Esq., Chairman.
G. M. DOWELL, Esq., Deputy Chairman.
D. G. M. BURNARD, Esq., Hon. Mr. E. V. D. FARR.
A. S. GUBBER, Esq., W. L. FETTERMAN, Esq.
Hon. Mr. P. H. HOLYOAK, J. A. FLEMMING, Esq.
Hon. Mr. A. O. LANG, H. F. WHITE, Esq.

Chief Manager: Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARNOW, Esq.
Acting Manager: Shanghai—G. H. STETTY, Esq.

LONDON BANKERS: LONDON COUNTY WESTMINSTER & PARK'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, April 26th, 1921. [3]

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:

St. George's Building, Hongkong.

Chairman of Board of Directors: Mr. WONG SHU HAM.

Chief Manager: Mr. L. S. HOLMES.
Asst. Manager: Mr. K. T. WONG.
Hongkong Manager: Mr. L. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current Savings, and Fixed Deposits bear interest at rates of 2 per cent., 4 per cent and 5 per cent. per annum, respectively.

L. S. HOLMES, Chief Manager.

Hongkong, October 2nd, 1920. [119]

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:

No. 2, Queen's Road Central, HONGKONG.

Established 1919.

PAID-UP CAPITAL ... \$2,000,000.00
RESERVE FUND ... 500,000.00

DIRECTORS:

Mr. PUNE WAI TUNG, Chairman.
Mr. Chow Shun Son, Mr. Kan Yung Po.
Mr. Li Koon Chun, Mr. Mok Ching Kung.
Mr. Fung Ping Shan, Mr. Wong Yan To.
Mr. P. K. Kwok, Mr. Chan Ching Suk.
Mr. Ng Chang Lok, Mr. Kan Chiu Nam.

Chief Manager: Mr. Kan Tong Po.
Asst. Manager: Mr. Li Tse Fung.

BRANCHES & AGENCIES:

LONDON, NEW YORK, SAN FRANCISCO, SHANGHAI, KORE, YOKOHAMA, NAGASAKI, SAIGON, SINGAPORE, PENANG, TIENTSIN, HANKOW, MANILA, BATAVIA, SAMARANG, SOERABAYA.

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposits at the rate of 2 per cent. per annum on Savings Accounts 3 per cent. per annum, and on Fixed Deposits at the following rates:

For 1 month at the rate of 1 1/2 per annum.
For 3 months at the rate of 2 1/2 per annum.
For 6 months at the rate of 3 1/2 per annum.
For 12 months at the rate of 4 1/2 per annum.

KAN TONG PO, Chief Manager.

Hongkong, October 1st, 1920. [81]

THE BANK OF TAIWAN Limited.

(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1895.

Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... 45,000,000
Reserve Funds ... 9,680,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Manchu, etc.

FORMOSA—Gilan, Kagi, Kanku, Keelung, Makung, Nanto, Pusan, Shinkai, Tainan, Tainan, Takow, Tamsui, Tolyer, etc.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Boreabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON COUNTY WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch, Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOR, Manager.

HONGKONG BRANCH: 8, Des Voeux Road Central.

Hongkong, September 1st, 1920. [41]



Asahi Beer

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and Chioa, Japan and Philippine Island Ports.

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1st Floor, Hotel Mansions Telephone 2507

ASIA BANKING CORPORATION

(AN AMERICAN BANK.)

Capital ... U.S. \$4,000,000
Surplus and Undivided Profits ... U.S. \$1,489,000

HEAD OFFICE: NEW YORK.

BRANCH: SAN FRANCISCO.

Head Office for the Orient, SHANGHAI.

BRANCHES:

CANTON, HANKOW, MANILA, TIENTSIN, SHANGHAI, PEKING, SINGAPORE.

D. M. BIGGAR, Manager.

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000
Subscribed Capital ... £1,800,000
Paid-up Capital ... £1,050,000
Reserve Fund ... £1,100,000

Branches:

Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Singapore, Colombo, Kandy, New York, Penang, Delhi, Karachi, Peking, Galle, Rota, Port Louis (Mauritius).

HONGKONG BRANCH: 7, Queen's Road Central, Hongkong, April 29th, 1921. [43]

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

HEAD OFFICE: 4, Des Voeux Road Central.

Head Office: 4, Des Voeux Road Central, Hongkong Branch: 4, Des Voeux Road Central, Hongkong.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear interest at rates of 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. UHANG LY, Manager.

Hongkong, July 7th, 1919. [50]

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Office 151, Fleet Street, E.C.

BANQUE DE L'INDO-CHINE. (FRENCH BANK.)

HEAD OFFICE: 15bis Rue La Fayette, Paris.

Subscribed Capital ... Frs. 72,000,000.00
Paid-up Capital ... Frs. 36,000,000.00
Reserve Funds ... Frs. 69,567,238.54

BRANCHES:

Bangkok, Hongkong, Saigon, Batavia, Hongkong, Hongkong, Canton, Koumou, Singapore, Djibouti, Peking, Hainan, Hainan, Pondicherry.

IN FRANCE: Comptoir National d'Escompte de Paris, Crédit Lyonnais, Société de Paris et de Pays-Bas, Crédit Industriel et Commercial, Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co., French American Banking Corporation, Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARROT, Acting Manager.

Hongkong, November 1st, 1920. [64]

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